

Developing a Project Approach and Budget

2016 TGM Grant Application Form Award Criterion #3 2016 TGM Grant Application Cover Sheet Budget Breakdown

TGM has funded a wide range of projects across the state and in communities of all sizes. Please consult our [Final Grant Products](#) page to see if we have produced a plan document similar to the one your project needs.

Approach

The 2016 TGM Grant Application Form asks applicants to propose an approach to address the identified problem and achieve project objectives, and the 2016 Application Packet includes specific instructions on how to answer this criterion.

The attached worksheets provide another resource for developing an approach. Given the numbers of grant projects TGM has funded over the years, it is likely that an earlier TGM project addressed a similar problem and similar approach considerations. The worksheets list the project purpose, tasks, consultant deliverables, and costs for recent projects. Please contact the TGM Central office (see below) for approaches for [older projects](#) or for more information on projects where the work is done solely or in large part by the local government.

Budget

The 2016 TGM Grant Application Cover Sheet asks applicants to estimate costs for reimbursement of local staff and a consultant (either or both) based on their proposed approach. For the majority of TGM projects, a consultant prepares most project deliverables. 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 and environmental
- Coordination with other planning projects or with regulatory bodies such as Metro
- Level of public involvement
- Jurisdiction's distance from Portland

The following table summarizes the costs for the most common types of TGM projects in the TGM-12, TGM-13, and TGM-14 cycles.

Consultant Costs for Common TGM Projects

	High	Low	Average
TSP and TSP Updates	\$225,000	\$80,000	\$135,000
TSP Refinement including TSP Elements and Street Plans	\$210,000	\$60,000	\$125,000
Integrated Land Use & Transportation Plans	\$360,000	\$150,000	\$200,000

For more detailed information, the attached worksheets include consultant costs by task for recent TGM projects.

Some TGM projects reimburse the local government for work done on the project. These costs vary significantly. Please contact the TGM Central office for assistance.

Contact

For assistance in developing your approach or cost estimate, please contact Elizabeth Ledet in our TGM Central office. Her phone number is 503-986-3205. Her e-mail address is Elizabeth.L.Ledet@odot.state.or.us

File Code	Jurisdiction	Project Title
TGM-14		
<u>1A-14</u>	City of Fairview	TSP Update
<u>1B-14</u>	City of Portland	Growing Transit Communities
<u>1C-14</u>	City of Portland	Portland Truck Parking and Loading Plan
<u>1D-14</u>	City of Wood Village	Town Center Master Plan and Transportation System Plan Update
<u>1E-14</u>	Clackamas County	Monroe Neighborhood Street Design Plan
<u>1F-14</u>	Clackamas County	Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan
<u>1G-14</u>	TriMet	Bicycle Plan
<u>1H-14</u>	Washington County	Rightsizing Parking
<u>2A-14</u>	City of Gearhart	Transportation System Plan
<u>2B-14</u>	City of Newberg	Downtown Improvement Plan
<u>2C-14</u>	City of Newport	Local Improvement District Implementation Plan
<u>2D-14</u>	City of Salem	State Street Corridor Plan
<u>2E-14</u>	Port of Tillamook Bay	Salmonberry Corridor Master Plan Integration - Coastal Segment
<u>3A-14</u>	City of North Bend	North Point Industrial Lands Master Plan
<u>3B-14</u>	Conf. Tribes of Coos, Lower Umpqua & Siuslaw	Coos Head Area Master Plan
<u>3C-14</u>	Rogue Valley Council of Governments	Phoenix URA Concept Planning
<u>4A-14</u>	City of Klamath Falls	Urban Trail Master Plan
<u>4B-14</u>	City of The Dalles	TSP Update
<u>4C-14</u>	Lake County	TSP Update
<u>5A-14</u>	City of Pendleton	TSP Pedestrian, Bicycle and Transit Update

File Code	Jurisdiction	Project Title
TGM-13		
<u>1A-13</u>	City of Canby	North Redwood Development Concept Plan
<u>1B-13</u>	City of Happy Valley	Transportation System Plan Update
<u>1C-13</u>	City of Lake Oswego	Lake Grove Parking Plan
<u>1D-13</u>	City of Milwaukie	Monroe Street Neighborhood Greenway Conceptual
<u>1E-13</u>	City of Portland	Parking Analysis and Tool Kit for Neighborhood Centers and Corridors
<u>1F-13</u>	City of Portland	Tryon and Stephens Headwaters Neighborhood Street Plan
<u>1G-13</u>	City of West Linn	Transportation System Plan Update
<u>1H-13</u>	Multnomah County	Westside Rural Multnomah County Transportation System Plan Update
<u>1I-13</u>	Washington County	170th Avenue/Merlo Corridor Conceptual Design Plan
<u>2A-13</u>	City of Lincoln City	Nelscott Gap Refinement Plan
<u>2B-13</u>	City of Salem	Commercial Street SE/Liberty Road S Refinement Plan
<u>2C-13</u>	City of Tillamook	Hoquarton Area Plan
<u>2D-13</u>	Sunset Empire Transportation District	Long Range Comprehensive Transportation Plan
<u>2E-13</u>	Tillamook County Transportation District	Transit Development Plan
<u>2F-13</u>	City of Banks	Bicycle and Pedestrian Master Plan
<u>3A-13</u>	City of Oakland	Local Street Network Plan
<u>3B-13</u>	City of Reedsport	Levee Loop Trail Plan
<u>3C-13</u>	RVCOG/Talent	City of Talent Urban Reserve Concept Plan
<u>3D-13</u>	RVCOG	Alternative Measures and Benchmarks Audit
<u>4A-13</u>	City of Bend	Integrated Land Use and Transportation Plan
<u>4B-13</u>	Gilliam County	TSP Update
<u>5A-13</u>	City of Weston	Updated TSP

File Code	Jurisdiction	Project Title
TGM-12		
<u>1A-12</u>	City of Portland	Division-Midway Neighborhood Street Plan
<u>1B-12</u>	City of Portland	Central City Multimodal Mixed-Use Area and Transportation Policies Project
<u>1C-12</u>	City of Sherwood	Transportation System Plan Update
<u>1D-12</u>	City of Tigard	Tigard Triangle Strategic Redevelopment Plan
<u>1E-12</u>	Clackamas County	Active Transportation Plan
<u>1F-12</u>	Washington County	Multi-Modal Performance Measures and Standards
<u>1G-12</u>	Washington County	Neighborhood Bikeway Plan
<u>2A-12</u>	City of Amity	Transportation System Plan
<u>2B-12</u>	City of Cottage Grove	Main Street Refinement Plan
<u>2C-12</u>	City of Springfield	Main Street Corridor Vision Plan
<u>2D-12</u>	City of St. Helens	US 30 & Columbia Blvd/St. Helens Street Corridor Master Plan
<u>3A-12</u>	City of Brookings	Transportation System Plan
<u>3B-12</u>	RVCOG	Cave Junction Transportation System Plan Update
<u>4A-12</u>	City of Bend	Central District Multi-Modal Mixed Use Area
<u>5A-12</u>	City of Irrigon	Bicycle, Pedestrian and Transit Transportation System Plan Update
<u>5B-12</u>	City of Union	Transportation System Plan and Goal 12 Update

1A-14 Fairview TSP Update

This Project will update the City of Fairview's ("City") Transportation System Plan ("TSP"), adopted in 1999, to reflect physical and regulatory changes that have occurred in the City, region, and State of Oregon and to provide a 20-year horizon (2035) for transportation planning. The Project will also establish performance measures to identify, evaluate, and prioritize individual projects and programs designed to achieve the key outcomes. The Updated TSP will implement and be consistent with the State's Transportation Planning Rule ("TPR"), the Metro 2035 Regional Transportation Plan ("RTP"), the 2014 RTP Update, and the Regional Transportation Functional Plan ("RTFP") adopted in 2010. The Project will update the 1999 TSP and add new elements. The Project will also identify potential amendments to the RTP, the City's Municipal Code, and possibly other implementing documents.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up and Public Involvement Plan	\$ 11,400
1A	Technical Memo #1 (Subtask 1.1)	
1B	PMT Kick-Off Meeting and CAC Meeting Guidelines (Subtask 1.2)	
1C	Refined Schedule (Subtask 1.3)	
1D	Website Introductory Content (Subtask 1.4)	
1E	PMT Meetings (Up to 15 @ \$320 each) (Subtask 1.5)	
2	Policy and Planning Requirements; Project Goals, Objectives and Evaluation Criteria; and Funding Assumptions	\$ 14,600
2A	Review and obtain online Background Information (Subtask 2.1)	
2B	Technical Memo #2 (Subtask 2.2)	
2C	Technical Memo #3 (Subtask 2.3)	
2D	Technical Memo #4 (Subtask 2.4)	
2E	TAC Meeting #1 (Subtask 2.5)	
2F	CAC Meeting #1 (Subtask 2.6)	
3	Existing and Future Transportation System	\$ 41,500
3A	Technical Memo #5 (Subtask 3.1)	
3B	TAC Meeting #2 (Subtask 3.2)	
3C	CAC Meeting #2 (Subtask 3.3)	
3D	Community Meeting #1 (Subtask 3.4)	
4	Potential Solutions	\$ 20,900
4A	Technical Memo #6 (Subtask 4.1)	
4B	Technical Memo #7 (Subtask 4.2)	
4C	TAC Meeting #3 (Subtask 4.3)	
4D	CAC Meeting #3 (Subtask 4.4)	
4E	Community Meeting #2 (Subtask 4.5)	
5	Develop Draft Plan and Financially Constrained TSP and TSP Policies	\$ 13,400
5A	Technical Memo #8 (Subtask 5.1)	
5B	CAC Meeting #4 (Subtask 5.2)	
5C	City Council and Planning Commission Joint Work Session #1 (Subtask 5.3)	

6	Draft TSP Update and Implementing Language	\$ 22,700
6A	Draft Updated TSP (Subtask 6.1)	
6B	Draft Implementing Ordinances Draft Recommended RTP Amendments (Subtask 6.2)	
6C	Community Meeting #3 (Subtask 6.3)	
6D	Recommended Updated TSP, Revised Adoption Findings, Revised Implementing Ordinances, and Revised Recommended RTP Amendments (Subtask 6.4)	
7	Final TSP, Implementing Language and Adoption Findings	\$ 4,000
7A	City Council and Planning Commission Joint Work Session #2 (Subtask 7.2)	
7B	City Council Adoption Hearing (Subtask 7.5)	
7C	Coordination Meeting for Updated TSP (Subtask 7.6)	
	TOTAL Non-Contingency	128,500

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	\$ -

TOTAL Non-Contingency + Contingency	\$ 128,500
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1B-14 Portland Growing Transit Communities

This Project will identify the necessary conditions for frequent transit service success in places where the current environment is not transit-supportive. The Growing Transit Communities Plan will support desired growth in centers and along corridors (consistent with the City’s Comprehensive Plan update).

Targeted investments in access to transit, stop amenities, transit priority treatments, and demand management are ways to increase transit ridership. This project will help the City reach the adopted Climate Action Plan goal of achieving a 25% transit mode share by 2035. Making early investments before anticipated development will ensure future residents and employees find transit to be an attractive travel choice when they are moving or changing jobs and are most receptive to a change in mode choice.

Transit-supportive investments have additional benefits by improving pedestrian and bicycle networks and enhancing transit service used by a wider population than those who work and live along the corridor. These investments will also help corridors meet TriMet’s criteria for frequent service expansion, allowing the City to leverage investments for increased transit service hours.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Agency and Public Involvement	\$ -
2	Prioritize Study Corridors	\$ -
3	Existing Conditions	\$ -
4	Corridor-Level Analysis and Prioritization Tools	\$ -
5	Needs Analysis	\$ -
6	Investment Plan	\$ -
7	Implementation Strategy	\$ -
TOTAL Non-Contingency		-
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		\$ -
TOTAL Non-Contingency + Contingency		\$ -

1C-14 Portland Truck Parking and Loading Plan

The primary Project purpose is to define common truck parking and loading problems and to develop a toolbox of strategies for targeted areas within the City of Portland (“City”) in order to increase the efficiency and effectiveness of “last mile” local freight delivery operations. The study will focus on the Central City area and the Central Eastside Industrial District (“CEID”), which have been found in recently completed investigations to have inadequate loading/unloading facilities. The problem definition task will rely heavily on stakeholder interviews and input from the Project Advisory Committee. Data needs will also be addressed by identifying gaps in previously collected data and asking stakeholders for measured data or anecdotal information that may address a data gap. This information, along with occupancy and turnover rates, will be used to develop a toolbox of truck loading and parking strategies. Existing conditions data previously collected on pre-selected block faces will form the foundation for this work. Existing conditions data collected on pre-selected block faces will form the foundation for this work. Performance measures will be identified for use in assessing the efficiency and effectiveness of last mile freight delivery operations. Toolbox strategies will be developed in collaboration with key stakeholders while giving consideration to the perspectives of shipping, receiving, enforcement, and multimodal road users. The strategies will be drawn from local experience and insights as well as best practices documented and demonstrated in other major metropolitan areas.

Based on current City and regional land use policies Portland’s Central City is expected to become even more densely populated and economically diverse over the next 20 years. Among the many ripple effects will be increased demand for products and the “last mile” freight traffic needed to deliver them. In addition to more traffic, there will be additional competition for street space among transit vehicles, trucks, pedestrians, bicyclists, and motor vehicles. One of the many challenges of an increasingly dense area will be accommodating diverse transportation needs, including deliveries, shipping, and waste disposal

Additionally, many buildings in Portland’s Central City and other neighborhoods have footprints that cover most of the lots and are positioned close to or at the property line. This forces many businesses without access to off-street loading facilities to conduct truck loading activities within the public right-of-way, which competes with other transportation functions for limited right-of-way space. The inherent benefits of providing adequate loading and unloading space are a more efficient commercial delivery system and effective use of public right-of-way space for other transportation modes.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up and Coordination	\$ 3,070
1A	PMT Meeting #1, with agenda and list of actions	
1B	PAC Meeting #1, with agenda and brief meeting summary	
1C	Content for Interested Parties Email	
2	Existing Conditions and Background Information	\$ 6,920
2A	Review and obtain online Background Information (Subtask 2.1)	
2B	Technical Memo #2 (Subtask 2.2)	
2C	Technical Memo #3 (Subtask 2.3)	
3	Existing Conditions and Background Information	\$ 36,730
3A	Comments on Technical Memo #2	
3B	PMT Meeting #3, with agenda and brief meeting summary	
3C	Draft and revised Technical Memo #3	
3D	Data Collection and Summary	
3E	Truck Operator/Business Owner Interviews	
3F	Technical Memo #4	
3G	PMT Meeting #4, with agenda and brief meeting summary	
3H	PAC Meeting #2, with agenda and brief meeting summary	

3I	Content for Interested Parties Email	
4	Define Needs, Conflicts, and Opportunities	\$ 13,680
4A	Draft and revised versions of Technical Memo #5	
4B	PMT Meeting #5, with agenda and list of actions	
4C	PAC Meeting #3, with agenda and summary	
4D	Content for Interested Parties Email	
5	Solutions Development and Evaluation	\$ 21,180
5A	Draft and revised versions of Technical Memo #6	
5B	PAC Meeting #4, with agenda and summary	
5C	PMT Meeting #6, with agenda and list of actions	
5D	PBOT Staff Work Session	
5E	Content for Interested Parties Email	
6	Refinement/Implementation	\$ 18,030
6A	Draft Truck Loading and Parking Plan	
6B	PMT Meeting #7, with agenda	
6V	PAC Meeting #5, with agenda and summary	
6D	Truck Loading and Parking Plan Final Report	
	TOTAL Non-Contingency	99,610

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 99,610
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1D-14 Wood Village Town Center Master Plan and Transportation System Plan Update

This Project will develop two documents for the City of Wood Village ("City"):

Street Element for its Transportation System Plan ("TSP"), creating a long-term vision for streets within the City

Town Center Master Plan, which will promote a healthy and vibrant Town Center through transportation choices that connect the Town Center with bus routes and convenient and safe bicycle and pedestrian access. The Town Center Master Plan will evaluate the economic viability of a variety of potential land uses in this area and select appropriate land uses to create a conceptual master plan for a healthy and vibrant Town Center that includes economically viable land use and employment opportunities.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Policy Framework and Existing Transportation Conditions	\$ 38,740
1A	Project Management Meetings (Up to 12 @ \$820 each) (Subtask 1.1)	
1B	CAC and TAC Rosters and CAC Charter (Subtask 1.2)	
1C	Refined Schedule (Subtask 1.3)	
1D	Website Introductory Content (Subtask 1.4)	
1E	Study Area Maps (Subtask 1.5)	
1F	Technical Memo #1 (Subtask 1.6)	
1G	Technical Memo #2 (Subtask 1.7)	
1H	Stakeholder Interviews and Summary(Subtask 1.8)	
1I	TAC Meeting #1(Subtask 1.9)	
1J	CAC Meeting #1 (Subtask 1.10)	
2	Town Center Master Plan Vision and Market Analysis	\$ 38,500
2A	Technical Memo #3 (Subtask 2.1)	
2B	Technical Memo #4 (Subtask 2.2)	
2C	TAC Meeting #2 (Subtask 2.3)	
2D	CAC Meeting #2 (Subtask 2.4)	
2E	Newsletter (Subtask 2.5)	
2F	Community Workshop #1 (Subtask 2.6)	
2G	Discussions with Diverse Communities (Subtask 2.8)	
3	Develop and Evaluate Plan Alternatives	\$ 33,400
3A	Technical Memo #5 (Subtask 3.1)	
3B	Technical Memo #6 (Subtask 3.2)	
3C	TAC Meeting #3 (Subtask 3.3)	
3D	Newsletter (Subtask 3.4)	
3E	Community Meeting #2 (Subtask 3.5)	
4	Finalize Town Center Master Plan and TSP Street Element	\$ 28,600
4A	Draft Town Center Master Plan (Subtask 4.1)	
4B	Draft TSP Street Element outline and chapter (Subtask 4.2)	
4C	Draft TSP Performance Measures (Subtask 4.3)	
4D	Town Center Zone Amendments (Subtask 4.4)	

4E	TAC Meeting #4 (Subtask 4.5)	
4F	CAC Meeting #3 (Subtask 4.6)	
4G	Newsletter (Subtask 4.8)	
4H	Joint City Council and PC Work Session (Subtask 4.9)	
5	Adoption	\$ 9,600
5A	Adoption Draft TSP Street Element, TSP Performance Measures and Town Center Master Plan (Subtask 5.1)	
5B	Adoption Hearings (Subtask 5.2)	
5C	Final TSP Street Element, TSP Performance Measures and Town Center Master Plan (Subtask 5.3)	
5D	Title VI Report (Subtask 5.4)	
	TOTAL Non-Contingency	148,840

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 148,840
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1E-14 Clackamas County Monroe Neighborhood Street Design Plan

The primary purpose of Clackamas County Monroe Neighborhood Street Design Plan (“Project”) is to:

identify the primary active transportation route from the intersection of SE Linwood Avenue and SE Monroe Street in order to extend the City of Milwaukie Monroe Street Greenway to the I-205 multi-use path and Clackamas Regional Center area

develop a conceptual plan for the street design treatments for the selected route considering user; bicycle, pedestrian and vehicular movement; construction and maintenance cost and

develop a Safe Routes to School Plan for Whitcomb Elementary School located within the Project Area

The streets to be evaluated for the primary active transportation route(s) include:

Monroe Street between Linwood Avenue and Fuller;

72nd and Thompson Road between Monroe Street and Fuller Road;

Fuller Road at Thompson to Boyer and Causey; and

Fuller Road at Monroe to Boyer and Causey routes.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Project Coordination	\$ 7,050
1A	Refined Project Schedule	
1B	Project Publicity	
1C	PMT Meeting #1 and notes	
1D	Project Web Page	
2	Existing Conditions and Desired Outcomes	\$ 22,500
2A	Base Map	
2B	Tech Memo 1	
2C	Joint PAC and TAC Meeting #1	
2D	Tech Memo 2	
2E	PMT Meeting #2	
2F	TAC Meeting #2	
2G	PAC Meeting #2	
3	Alternatives Analysis and Design Concepts	\$ 25,200
3A	Route Alternatives Analysis	
3B	PMT Meeting #3	
3C	TAC Meeting #3	
3D	Public Workshop #1	
3E	PAC Meetings #3	
4	Recommended Plan	\$ 31,600
4A	PMT Meeting #4	
4B	Draft Recommended Plan	
4C	TAC Meeting #4	
4D	PAC Meeting #4	
4E	Public Workshop #2	

4F	Planning Commission Work Session	
4G	Board of Commissioners Work Session	
4H	Recommended Plan	
TOTAL Non-Contingency		86,350

CONTINGENCY TASKS/DELIVERABLES		
C1	Contingency Task	\$ 4,900
C5.1	Traffic Impact Analysis for 3 to 5 intersections	
C5.2	Contingent Meeting #1	
TOTAL Contingency		4,900

TOTAL Non-Contingency + Contingency		\$ 91,250
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1F-14 Clackamas County Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan

The primary purpose of the Clackamas County Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan (“Project”) is to address the following Project Elements:

Identify bicycle and pedestrian needs within the Villages at Mt Hood boundary (including Brightwood, Welches/Wemme, Zig Zag and Rhododendron);

To develop a Safe Routes to Schools Plan for Welches Elementary and Middle Schools;

To identify locations for at-grade or grade-separated pedestrian crossings of US 26 within the Project Area; and

To conduct a feasibility analysis to determine if there is an appropriate location for a multi-use path through the Project Area.

To implement the Project Elements, two sections of the Clackamas County Comprehensive Plan will be updated: the Mount Hood Community Plan within Chapter 10 and Chapter 5, Transportation System Plan (“TSP”), if specific projects are adopted into the Comprehensive Plan.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Project Coordination	\$ 11,000
1A	Check-in Organizational Meeting and Refined Project Schedule	
1B	Project Publicity	
1C	PMT Meeting #1	
1D	Project Website	
2	Existing Conditions and Desired Outcomes	\$ 22,290
2A	Comments on Base Maps	
2B	Tech Memo 1	
2C	Stakeholder Interviews	
2D	Tech Memo 2	
2E	Joint PAC and TAC Meeting #1	
2F	Comments on Tech Memo 3	
2G	Tech Memo 4	
2H	PMT Meeting #2	
2I	TAC Meeting #2	
2J	PAC Meeting #2	
3	Solutions and Design Concepts Development and Analysis	\$ 36,230
3A	Tech Memo 5	
3B	PMT Meeting #3	
3C	TAC Meeting #3	
3D	Project Online Survey	
3E	Public Workshop #1	
3F	PMT Meeting #4	
3G	PAC Meeting #3	

4	Recommended Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan	\$ 33,400
4A	Draft Recommended Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan	
4B	Joint PMT Meeting and TAC Meeting #2	
4C	Public Workshop #2	
4D	PMT Meeting #5	
4E	PAC Meeting #4	
4F	PMT Meeting #6	
4G	Recommended Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan	
	TOTAL Non-Contingency	102,920

CONTINGENCY TASKS/DELIVERABLES		
C1	Contingent Task	\$ 1,050
6A	Contingent Meeting #1	
	TOTAL Contingency	1,050

TOTAL Non-Contingency + Contingency	\$ 103,970
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1G-14 TriMet Bicycle Plan

This Project will improve intermodal connections between transit and bicycles by developing a TriMet Bicycle Plan, which will include policy and implementation recommendations regarding bike parking at transit stations and major bus stops and in-vehicle bike accommodation, as well as recommended priority locations for bike access and parking improvements.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 9,760
1B	PMT Check-ins (subtask 1.1) (Up to 24 @ \$ 390 per meeting)	
1C	Project Timeline (subtask 1.2)	
2	Public Involvement	\$ 12,350
2G	Comments on Community Outreach and Engagement Plan, Interested Persons Email List, and SAC member list (subtask 2.1)	
2H	SAC Meeting #1 (subtask 2.2)	
2I	Open Houses Round #1 Materials (subtask 2.3)	
2J	Attendance and facilitation of Open Houses Round #1 (subtask 2.3)	
2K	Agency Partner Focus Group Meetings Materials (subtask 2.4)	
2L	Attendance/facilitation at Agency Partner Focus Group meetings (subtask 2.5)	
2M	Agency Partner Focus Group Summary (subtask 2.6)	
3	Policy and Institutional Framework and Project Objectives	\$ 1,100
3C	Comments on draft Evaluation Criteria (subtask 3.2)	
4	Existing Conditions and Gap Analysis	\$ 42,300
4H	Screened Station and Stop Access Map (subtask 4.4)	
4I	Projects Map and List (subtask 4.5)	
4J	Prioritized Bike Access and Parking Gaps Map and List (subtask 4.6)	
4K	Draft Key Personnel Interviews and Summary (subtask 4.7)	
4L	Final Key Personnel Interviews and Summary (subtask 4.7)	
4M	Draft Existing Conditions and Gap Analysis Memorandum (subtask 4.8)	
4N	AC Meeting #2 Materials (subtask 4.9)	
4O	Attendance and presentation at SAC Meeting #2 (subtask 4.9)	
4P	SAC Meeting #3 Materials (subtask 4.10)	
4Q	Attendance and presentation at SAC Meeting #3 (subtask 4.10)	
4R	Final Existing Conditions and Gap Analysis Memorandum (subtask 4.8)	
5	Best Practices Memorandum and Recommendations	\$ 14,150
5D	Peer Agency Interviews (subtask 5.1)	
5E	Draft Best Practices Memorandum (subtask 5.2)	
5F	SAC Meeting #4 Materials (subtask 5.3)	
5G	Attendance and presentation at SAC Meeting #4 (subtask 5.3)	
5H	Final Best Practices Memorandum (subtask 5.2)	

6	Final Report and Recommendations: TriMet Bicycle Plan	\$ 38,650
6E	Draft TriMet Bicycle Plan (subtask 6.1)	
6F	TriMet Bicycle Plan Executive Summary (subtask 6.1)	
6G	SAC Meeting #5 Materials (subtask 6.2)	
6H	Attendance at presentation at SAC Meeting #5 (subtask 6.2)	
6I	Open Houses Round #2 Materials (subtask 6.3)	
6J	Open Houses Round #2 Materials (subtask 6.3)	
6K	Final TriMet Bicycle Plan (subtask 6.4)	
	TOTAL Non-Contingency	118,310

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 118,310
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1H-14 Washington County Rightsizing Parking

The Project Purpose is to determine and incorporate into the Washington County Development Code parking management strategies to improve the balance of vehicle and bicycle parking demand with parking supply, while reducing Vehicle Miles Traveled, encouraging the use of alternative modes of transportation, and encouraging development and the efficient use of land in Town Centers and Station Communities.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Public Involvement	\$ 4,500
1A	Up to 5 PMT Meetings (Subtask 1.1) @ \$ 240 per meeting	
1B	Two Work Sessions (Subtask 1.2) @ \$ 1650 per work session	
2	Policy and Evaluation Framework	\$ 4,650
2A	Written Comments on Memo #2: Background and Policy Frameworks (Subtask 2.1)	
2B	Written Comments on Stakeholder Interview Questions (Subtask 2.2)	
2C	Written Comments on Stakeholder Interview Summaries (Subtask 2.2)	
2D	Written Comments on Memo #3: Parking Management Best Practices (Subtask 2.3)	
2E	Written Comments on Draft Memo #4: Evaluation Criteria (Subtask 2.4)	
3	Case Study	\$ 28,550
3A	Memo #5: Parking Inventory, Occupancy, and Turnover Study Methodology (Subtask 3.2)	
3B	Written Comments on Existing and Future Population and Employment Projections (Subtask 3.3)	
3C	Parking Inventory, Occupancy, and Turnover Study Data Collection (Subtask 3.4)	
3D	Draft Memo #6: Parking Inventory, Occupancy, and Turnover Study Conclusions Report (Subtask 3.5)	
3E	Final Memo #6: Parking Inventory, Occupancy, and Turnover Study Conclusions Report (Subtask 3.7)	
4	Parking Management Strategies	\$ 14,800
4A	Draft Memo #7: Parking Management Strategies (Subtasks 4.1)	
4B	Revised Draft Memo #7: Parking Management Strategies (Subtasks 4.1)	
4C	Final Memo #7: Parking Management Strategies (Subtask 4.3)	
5	Recommend Comprehensive Plan Policy and Community Development Code Language	\$ -
	TOTAL Non-Contingency	52,500
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 52,500

2A-14 Gearhart TSP

The City of Gearhart (“City”) Transportation System Plan (“Project”) will develop a Transportation System Plan (“TSP”) for the City that identifies improvements needed to improve connectivity for all travel modes, support planned land uses and economic development, and reduce reliance on the automobile. Project will assure consistency of the Gearhart TSP with local and state policies, plans, and rules including Oregon Administrative Rule (“OAR”) 660 -012, commonly known as the Transportation Planning Rule (“TPR”).

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 19,400
1.A	Background Information	
1.B	Project Kickoff Meeting	
1.C	Project Web Site	
1.D	Memorandum #1: Plan Review	
1.E	Draft Memorandum #2: Funding for Transportation System Improvements	
1.F	PAC Meeting #1	
2	Transportation System Conditions, Deficiencies, and Needs	\$ 41,100
2.A	Stakeholder Outreach	
2.B	Draft Memorandum #3: Facility Standards	
2.C	Analysis Methodology and Assumptions Memorandum	
2.D	Draft Memorandum #4: Transportation System Conditions, Deficiencies, and Needs	
2.E	PAC Meeting #2	
3	Public Event #1	\$ 3,500
3.A	Presentation Materials for Public Event #1	
3.B	Public Event #1	
4	Transportation System Improvements	\$ 24,100
4.A	Revised Memorandum #2	
4.B	Revised Memorandum #3	
4.C	Revised Memorandum #4	
4.D	Draft Memorandum #5: Proposed Transportation System Improvements	
4.E	Draft Memorandum #6: Costs and Potential Funding Strategies for Proposed Improvements	
4.F	PAC Meeting #3	
4.G	Joint Planning Commission and City Council Work Session	
5	Public Event #2	\$ 5,100
5.A	Presentation Materials for Public Event #2	
5.B	Public Event #2	
5.C	Revised Memorandum #5	
5.D	Revised Memorandum #6	

6	Implementation Measures	\$ 11,200
6.A	Draft Memorandum #7: Plan and Development Code Amendments	
6.B	PAC Meeting #4	
6.C	Revised Memorandum #7	
7	Plan Adoption	\$ 30,000
7.A	Draft Gearhart Transportation System Plan	
7.B	PAC Meeting #5	
7.C	Planning Commission and City Council Joint Work Session	
7.D	Planning Commission Draft Gearhart TSP	
7.E	Presentation Materials for Planning Commission and City Council Hearings	
7.F	Planning Commission Hearing	
7.G	Adoption Draft Gearhart TSP	
7.H	City Council Public Hearing	
7.I	Final Gearhart TSP	
7.J	Title VI Report	
	TOTAL Non-Contingency	134,400

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 134,400
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2B-14 Newberg Downtown Improvement Plan

The purpose of the Newberg Downtown Improvement Plan project (“Project”) is to develop a detailed land use and streetscape plan that will guide the revitalization of historic downtown Newberg. The Newberg Downtown Improvement Plan (“NDIP”) will reimagine and help the downtown area to reach its full potential after the quality and quantity of downtown traffic is changed as a result of the opening of the phase 1 Newberg Dundee Bypass.

Through an involved community participation process, the Project will determine the appropriate vision for the historic downtown and provide specific direction, tools, and best management practices necessary to implement that vision.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Set-up and Initiation	\$ 13,940
1A	Background Information	
1B	PMT Meeting #1 and NDIPAC Meeting #1	
1C	Outline for Project Website and Review Initial Materials	
2	Existing Conditions Analysis	\$ 64,390
2A	Stakeholder Interview Questions	
2B	Memo #1	
2C	Memo #2	
2D	NDIPAC Meeting #2	
3	Community Vision Process	\$ 51,090
3A	Open House #1	
3B	PMT Meeting #2 and Initial Vision and Concepts	
3C	Open House #2	
3D	NDIPAC Meeting #3	
4	Draft NDIP	\$ 88,440
4A	Memo #3	
4B	Newberg Downtown Case Study	
4C	“Reality Check” Meeting	
4D	PMT Meeting #3	
4E	Joint Planning Commission and City Council Workshop Preparation	
4F	Joint Planning Commission & City Council Workshop	
4G	Draft NDIP	
4H	PMT Meeting #4 & NDIPAC Meeting #4	
4I	Materials for Project Website Update	
5	Public Hearing Draft NDIP and Adoption Process	\$ 18,750
5A	Public Hearing Draft NDIP	
5B	Planning Commission Hearing	
5C	City Council Hearing	
5D	Final NDIP	
5E	Materials for Project Website Update	
TOTAL Non-Contingency		236,610

CONTINGENCY TASKS/DELIVERABLES		
C1	Contingent Traffic Analysis	\$ 23,020
6A	Contingent Traffic Future Alternatives Analysis	\$ -
TOTAL Contingency		23,020

TOTAL Non-Contingency + Contingency	\$ 259,630
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2C-14 Newport Local Improvement District Implementation Plan

The Newport Local Improvement District Implementation Plan Project (“Project”) will assist the City of Newport (“City”) in making Local Improvement Districts (“LIDs”) an effective and publicly acceptable funding source and financing tool for needed transportation system improvements.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Kickoff and Data Review	\$ 7,600
1.A	Background Data Request	
1.B	Project Kickoff / Advisory Committee Meeting and Tour	
2	LID Policy Development	\$ 18,200
2.A	LID Policy Issues Paper	
2.B	Best Practices Issue Paper	
3	LID Implementation Strategies	\$ 15,600
3.A	Round 1 Stakeholder Meetings	
3.B	PAC Meeting #2	
3.C	LID Implementation Strategies Paper	
4	Model Code	\$ 14,500
4.A	Draft LID Ordinance and Plan / Code Amendments	
4.B	PAC Meeting #3	
4.C	Revised LID Ordinance and Plan / Code Amendments	
5	Case Study Analysis	\$ 25,100
5.A	Round 2 Stakeholder Meetings	
5.B	Case Study Analysis and LID Model	
5.C	PAC Meeting #4	
6	Final Plan	\$ 18,000
6.A	City Work Session	
6.B	Draft LID Implementation Plan	
6.C	Public Meeting or Public Hearing	
6.D	Final LID Implementation Plan	
	TOTAL Non-Contingency	99,000
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 99,000

2D-14 Salem State Street Corridor Plan

The State Street Refinement Plan Project (“Project”) is intended to revitalize a section of State Street in the City of Salem (“City”) into a vibrant, attractive, walkable mixed-use corridor through planning for coordinated land use and transportation improvements. Zone changes, land use regulations and design standards will be developed to encourage pedestrian-friendly and mixed-use development or redevelopment. The zone changes and land use improvements can influence the creation of alternative street design cross sections within the constrained right-of-way on State Street that can accommodate facilities and amenities to make people walking and biking feel welcome and comfortable.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 21,640
1.A	Comments on Public Involvement Strategy, Stakeholder Interview Summaries and Interested Parties List	
1.B	Comments on SAC Roster	
1.C	Project Kickoff Meeting and Refined Project Schedule	
1.D	Background Information	
1.E	Project Management Meetings (20-25 @ \$200 per meeting)	
1.F	Project Set-up, Progress Reports (18) and Schedule Updates (4)	
2	Identify and Analyze Existing Conditions and Forecast Conditions	\$ 47,330
2.A	Comments on Draft Property Owner Survey	
2.B	Land Use and Zoning Analysis Memorandum	
2.C	Transportation Operations and Safety Analysis Memorandum	
2.D	Urban Design, Land Use Design and Zoning Analysis and Transportation and Streetscape Conditions Booklet	
2.E	Memorandum #1: Economic Analysis	
2.F	Review and Comment on Memorandum #2	
2.G	Initial Outreach Presentation Materials	
2.H	TAC Meeting #1	
3	Public Outreach #1	\$ 8,990
3.A	SAC Meeting #1	
3.B	Presentation Material for Public Event #1	
3.C	Public Event #1	
4	Land Use Options and Street Design and Tier 1 Screening	\$ 30,330
4.A	Draft Memorandum #4: Land Use Options and Street Design and Tier 1 Screening	
4.B	Draft Land Use Options and Street Design Booklet	
4.C	Alternative Land Use Options and Street Design and Presentation Materials	
4.D	TAC Meeting #2	
5	Public Outreach #2	\$ 10,840
5.A	SAC Meeting #2	
5.B	Presentation Material for Public Event #2	
5.C	Public Event #2	
5.D	Final Memorandum #4: Tier 1 Screening of Land Use Options and Street Design	

6	Tier 2 Evaluation of Preferred Land Use Option and Street Design Alternative	\$ 43,270
6.A	Draft Memorandum #6: Preferred Land Use Option and Street Design Alternative	
6.B	Draft Memorandum #7: Tier 2 Evaluation of Street Design	
6.C	Presentation Material for TAC and SAC Meetings #3	
6.D	TAC Meeting #3	
6.E	SAC Meeting #3	
7	Public Outreach #3	\$ 25,780
7.A	Presentation Material for Public Event #3	
7.B	Public Event #3	
7.C	Recommended Project Land Use and Street Design Booklet and Street-Level Graphics	
7.D	Final Memorandum #6: Preferred Land Use Option and Street Design Alternative	
7.E	Final Memorandum #7: Tier 2 Evaluation of Street Design Alternative	
8	Draft SSRP & Adoption	\$ 20,620
8.A	Draft SSRP	
8.B	TAC Meeting #4	
8.C	Revised Draft SSRP (Revised Graphics)	
8.D	Joint Planning Commission and City Council Work Session	
8.E	Final Draft SSRP (Revised Graphics)	
8.F	Planning Commission Meeting	
8.G	City Council Meeting	
8.H	Final Draft SSRP (Revised Graphics)	
	TOTAL Non-Contingency	208,800

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 208,800
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2E-14 Port of Tillamook Bay Salmonberry Trail Local Adoption

The Salmonberry Trail Local Adoption Project (“Project”) will integrate the Coastal Segment of the Salmonberry Trail, a planned multi-use, non-motorized trail, into Comprehensive Plans and Transportation System Plans of the following local jurisdictions, hereinafter referred to collectively as “local jurisdiction(s)”:

- City of Wheeler
- City of Rockaway Beach
- City of Garibaldi
- City of Bay City
- City of Tillamook
- Tillamook County

The Salmonberry Trail would improve transportation conditions within and between these communities in western Tillamook County. As envisioned in the Salmonberry Corridor Concept Plan, the Trail would parallel or replace the Port of Tillamook Bay railroad to eventually link the City of Tillamook to the City of Banks in western Washington County. The Coastal Segment of the Salmonberry Trail is the portion between the City of Wheeler and the southern terminus at the Port of Tillamook Bay property south of Tillamook. The Coastal Segment of the Salmonberry Trail is the focus of this Project. The Coastal Segment has the most potential to provide immediate transportation benefits as most of the incorporated communities served by the Trail are in the Coastal Segment, providing an option to use the Trail as an alternative to US 101 for cyclist and pedestrian connectivity.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Jurisdiction Meeting Preparation	\$ 19,100
1A	Background Information	
1B	Draft Jurisdiction Meeting Materials	
1C	Project Team Meeting #1	
1D	Revised Jurisdiction Meeting Materials	
2	Jurisdiction Meetings	\$ 10,200
2A	Jurisdiction Meeting Arrangements	
2B	Jurisdiction Meetings	
3	Presentation Materials	\$ 18,900
3A	Project Team Meeting #2	
3B	Presentation Materials	
4	Public and Stakeholder Meetings	\$ 25,000
4A	Public Meeting Arrangements	
4B	Public Meetings	
4C	Stakeholder Meetings	
5	Draft Adoption Materials	\$ 17,500
5A	Project Team Meeting #3	
5B	Draft Adoption Materials	
6	Local Plan Adoption	\$ 11,300
6A	Public Hearings Arrangements	
6B	Staff Reports and 35-day Notices	

7	Final Adoption Materials	\$ 10,300
7A	Final Adoption Materials	
7B	Title VI Report	
	TOTAL Non-Contingency	112,300

CONTINGENCY TASKS/DELIVERABLES		
C1	Contingency Task	\$ 16,300
8A	Additional Project Meeting #1 - #6 (Up to 6 at \$2,450 each)	
8B	Additional Meeting Expenses #1 - #4 (Up to 4 at \$400 each)	
	TOTAL Contingency	16,300

TOTAL Non-Contingency + Contingency	\$ 128,600
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3A-14 North Bend North Point Industrial Lands Master Plan

On-going development plans in the North Bend/Coos Bay area have the potential to drive economic development in the region. These developments may provide opportunities to leverage transportation investments that offer substantial benefits to the local community and surrounding region.

The North Point Area Master Plan (“NPAMP”) will evaluate multiple alternatives for improved access for all modes, including freight, bicycles, and pedestrians, to and from industrial lands in the North Point Area. The NPAMP will guide the City of North Bend’s (“City”) vision for future access to and from the site. There are currently no contiguous paths, sidewalks, roadway shoulders, or bicycle facilities that provide access to the industrial site, and the closest bus stop is more than 1.5 miles away. Connections to the highway and rail are also challenging. NPAMP will address the pedestrian and bicycle connections missing in the area, and will also focus on how to best move vehicles, including large trucks that are typical for a large industrial site. The NPAMP will also evaluate the potential opportunities for rail access available to the site. Finally, the NPAMP will consider how to leverage development improvements related to the potential Workforce Housing Camp proposed for the site, as well as how to achieve those improvements if they do not occur as part of the Workforce Housing Camp.

NPAMP will be adopted as an element of the City’s Transportation System Plan (“TSP”) and Comprehensive Plan.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement	\$ 12,460
1A	PMT Teleconferences (Up to 18 @\$395 each)	
1D	Kick-Off Meeting	
1E	Project Website	
2	Definition and Background	\$ 36,390
2A	Draft TM #1	
2B	Methodology and Assumptions Memo	
2C	Draft TM #2	
2D	TAC Meeting #1 and Site Visit	
2E	CAC Meeting #1	
2F	Revised TM #1	
2G	Revised TM #2	
3	Alternatives Development	\$ 41,270
3A	Draft TM #3	
3B	TAC Meeting #2	
3C	CAC Meeting #2	
3D	Public Meeting #2	
3E	Revised TM #3	
4	Preferred Alternative	\$ 24,230
4A	Draft TM #4	
4B	TAC Meeting #3	
4C	CAC Meeting #3	
4D	Public Meeting #3	
4E	Revised TM #4	

5	Draft Plan and Implementation	\$ 22,230
5A	Draft TM #5	
5B	Revised TM #5	
5C	Draft NPAMP	
5D	Final NPAMP	
	TOTAL Non-Contingency	136,580

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ 14,430
CA	Implementation and NPAMP Revisions	
CB	Additional Meetings (\$4,356 each)	
CC	Additional Traffic Analysis (Scenario 6)	
	TOTAL Contingency	14,430

TOTAL Non-Contingency + Contingency		\$ 151,010
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3B-14 Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians Coos Head Area Master Plan

The Coos Head Area Master Plan ("CHAMP") will detail an integrated land use, auto, bicycle, and pedestrian network that facilitates safe and efficient transportation within the Project Area.

The purpose of the CHAMP is to produce a master plan focusing on multimodal transportation planning and redevelopment of the Coos Head Area. The CHAMP will guide and inform the transportation infrastructure development for the Coos Head area to include multi-modal access to Coos Head, Chicken Point, Charleston and Bastendorff Beach. The CHAMP development will include public outreach and involvement, interagency coordination, existing conditions research and analysis, and alternate options development.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Public Involvement	\$ 10,490
1A	PMT Teleconferences (Up to 18 @ \$290 each)	
1B	Kick-off Meeting and Site Visit	
2	Goals, Objectives and Existing Conditions	\$ 38,340
2A	Methodology and Assumptions Memo	
2B	Draft TM #1	
2C	TAC and CAC Meetings #1	
2D	Revised TM #1	
3	Opportunities and Constraints	\$ 22,070
3A	Stakeholder Interviews	
3B	Draft TM #2	
3C	TAC and CAC Meetings #2	
3D	Public Meeting #1	
3E	Revised TM #2	
4	Alternatives Development	\$ 33,740
4A	Project Review Meeting	
4B	Draft TM #3	
4C	TAC and CAC Meetings #2	
4D	Public Meeting #2	
4E	Revised TM #3	
5	Preferred Alternative	\$ 18,080
5A	Draft TM #4	
5B	TAC and CAC Meetings #3	
5C	Revised TM #4	
6	Draft CHAMP	\$ 13,950
6A	Draft CHAMP	
6B	Revised CHAMP	
6C	Final CHAMP	
	TOTAL Non-Contingency	136,670

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ 13,210
C1	Implementation and Funding Analysis Revisions	
C2	Additional Meetings (4)	
TOTAL Contingency		13,210

TOTAL Non-Contingency + Contingency	\$ 149,880
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3C-14 RVCOG/Phoenix Urban Reserve Concept Plan

The City of Phoenix Urban Reserve Concept Plan ("URCP") will identify appropriate land uses and transportation systems in the Phoenix Urban Reserve Areas ("URAs") PH-5 and PH-10, identify the impacts and benefits to the City transportation system, and devise scenarios to mitigate impacts. The URCP is intended to increase efficiency of land and transportation resources in the region, including areas planned for future growth. The URCP will identify a general network of arterials, transit corridors, and active transportation mode systems. Additionally, the URCP will identify opportunities to increase the

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ -
2	Develop Baseline Data	\$ -
3	Alternatives Development and Analysis	\$ -
4	Concept Plan Alternatives Review	\$ -
5	Transportation Analysis	\$ -
6	Final URCP and Implementing Code Amendments	\$ -
TOTAL Non-Contingency		-

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		-

TOTAL Non-Contingency + Contingency		\$ -
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4A-14 Klamath Falls Urban Trail Master Plan

The Urban Trail Master Plan is a comprehensive active transportation system study meant to support the economic, recreational, and safety goals of the City of Klamath Falls (“City”) and Klamath County (“County”). The Urban Trail Master Plan will support and enhance the City and County’s Comprehensive Plans and the Klamath Falls Urban Area Transportation System Plan (“TSP”), last updated in September, 2011. The City Council and County Board of Commissioners will adopt the Urban Trail Master Plan and amend the 2011 TSP to include the Project’s recommendations.

The Project will plan for the development of a safe and efficient transportation system that’s accessible to all users and that limits the growth in average daily vehicle traffic and miles traveled. As many of the major routes throughout the Klamath Falls Urban Area are maintained by Agency, many local trips have a tendency to rely on the State Highway System. By integrating adequate bicycle and pedestrian facilities throughout the community, particularly in connecting residential areas with schools and activity centers, the Project seeks to reduce reliance on state highways to travel to local destinations.

The contents of the Project are guided by Oregon Revised Statute 197.712 and the Department of Land Conservation and Development (“DLCD”) administrative rule known as the Transportation Planning Rule. These laws and rules require jurisdictions to develop bicycle and pedestrian plans in addition to other transportation components. The Project is intended to guide the management of active transportation facilities, policies, and programs for the next 20 years and to provide adoption ready elements for both the City and County.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Coordination	\$ 7,400
1A	Refined Project Schedule	
1B	PMT Conference Calls (up to 6 calls @\$600 each)	
1C	Project Webpage	
2	Project Foundation	\$ 14,500
2A	Draft Public Involvement Plan	
2B	Draft Technical Memorandum #1	
2C	Draft Mission Brochure	
2D	Joint TAC and CAC Meeting #1	
2E	Final Public Involvement Plan	
2F	Final Technical Memorandum #1	
2G	Final Project Mission Brochure	
2H	Methodology Memorandum	
3	Existing Conditions and Future Needs	\$ 17,450
3A	Existing Conditions Inventory	
3B	Draft Technical Memorandum #2	
3C	Joint TAC and CAC Meeting #2	
3D	Virtual Public Open House #1	
3E	Final Technical Memorandum #2	
4	Alternatives Analysis	\$ 16,250
4A	Draft Technical Memorandum #3	
4C	Joint TAC and CAC Meeting #3	
4D	Final Technical Memorandum #3	

5	Draft Urban Trail Master Plan, Implementing Ordinances, and Branding	\$ 27,900
5A	Draft Urban Trail Master Plan	
5B	Draft Implementing Ordinances and Code Language	
5C	Draft Trail System Branding	
5D	Joint TAC and CAC Meeting #4	
5E	Public Open House #2	
5F	Final GIS Maps	
6	Final Urban Trail Master Plan	\$ 15,450
6A	Adoption Draft Urban Trail Master Plan	
6B	Adoption Draft Implementing Ordinances and Code Language	
6C	City Public Hearings	
6D	County Public Hearings	
6E	Final Klamath Falls Urban Trail Master Plan	
6F	Final Implementing Ordinances and Code Language	
	TOTAL Non-Contingency	98,950

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 98,950
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4B-14 The Dalles TSP Update

The City of The Dalles (“City”) recognizes transportation is key to the community's economic and social well-being and that the 1999 Transportation System Plan (“TSP”) is outdated. This Project is a comprehensive update that will ensure the transportation system supports the economic and community goals of the City. The Updated TSP will support the implementation of The Dalles Comprehensive Plan by developing a transportation system for all modes that will support the planned residential, commercial and industrial growth in the City. The Updated TSP must provide a priority project list, costs and a funding plan. The Updated TSP must comply with, the Transportation Planning Rule (“TPR”), and the Oregon Highway Plan.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 12,830
1A	Kick-off Meeting Conference Call	
1B	PMT Teleconferences (up to 8 @ \$720 per each)	
1C	Project Website	
1D	Refined Project Schedule	
2	Plans and Policy Review	\$ 12,070
2A	Draft Tech Memo #1	
2B	Analysis Methodology and Assumptions Memorandum	
2C	Draft Tech Memo #2	
2D	Final Tech Memo #1	
2E	Revised Tech Memo #2	
3	Transportation System Inventory and Existing Conditions	\$ 48,120
3A	Draft Tech Memo #3	
3B	Joint TAC and PAC Meeting #1	
3C	Public Presentation #1	
3D	Final Tech Memos #2 and #3	
4	Future Conditions and Alternatives Development and Analysis	\$ 47,070
4A	Draft Tech Memo #4	
4B	Draft Tech Memo #5	
4C	Joint TAC and PAC Meeting #2	
4D	Public Presentation #2	
4E	Final Tech Memos #4 and #5	
5	Identification of Preferred and Cost-Constrained Alternatives	\$ 17,980
5A	Draft Tech Memo #6	
5B	Joint TAC and PAC Meeting #3	
5C	Final Tech Memo #6	
6	Draft Updated TSP, Implementing Ordinances and Findings	\$ 23,620
6A	Draft Updated TSP	
6B	Draft Policy Amendment, Implementing Ordinances and Findings	
6C	Joint TAC and PAC Meeting #4	

6D	Adoption Draft Updated TSP, Adoption Draft Implementing Ordinances, and Final Findings	
7	Adoption	\$ 18,360
7A	Joint Planning Commission and City Council Work Session	
7B	Planning Commission Hearing	
7C	City Council Hearing	
7D	Final Updated TSP and Final Implementing Ordinances	
	TOTAL Non-Contingency	180,050

CONTINGENCY TASKS/DELIVERABLES		
8	CONTINGENT TASK	\$ 10,860
C8.1	Preparation and attendance at Additional Hearing	
C8.2	Agenda and Minutes for Hearing #C8.1	
C9.1	Contingent Meeting #3 (Subtask 10.3)	
C9.2	Contingent Code Changes (Subtask 10.4)	
	TOTAL Contingency	10,860

TOTAL Non-Contingency + Contingency		\$ 190,910
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4C-14 Lake County TSP Update

Lake County ("County") last updated its Transportation System Plan ("TSP") in 2002. This Project is a comprehensive update that will ensure that the transportation system supports the economic and community goals of the County. The Updated TSP will support the County's implementation of its Comprehensive Plan by developing a transportation system for all modes that will support the planned residential, commercial and industrial growth. The Updated TSP will also provide an updated priority project lists costs and a funding plan. The Updated TSP must be in compliance with Statewide Planning Goal 12, the Transportation Planning Rule ("TPR"), and the Oregon Highway Plan.

Project will also include preparation of a TSP for the City of Paisley ("City").

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 10,190
1A	Kick-off Meeting Conference Call	
1B	Teleconferences (up to 6 calls at \$400 per call)	
1C	Project Website	
1D	Refined Project Schedule	
1E	Progress Reports	
2	Plans and Policy Review	\$ 9,270
2A	Draft Tech Memo #1	
2B	Methodology Memorandum	
2C	Draft Tech Memo #2	
2D	Final Tech Memo #1	
2E	Final Tech Memo #2	
3	Transportation System Inventory and Existing Conditions	\$ 26,940
3A	System Inventory	
3B	Draft Tech Memo #3	
3C	Meeting Mailer #1	
3D	Virtual Open House #1	
3E	Joint TAC and PAC Meeting #1	
3F	Public Project Presentation #1	
3G	Final Tech Memo #3	
4	Future Conditions Analysis	\$ 5,440
4A	Draft Tech Memo #4	
4B	Final Tech Memo #4	
5	Development and Analysis of Alternatives	\$ 22,150
5A	Draft Tech Memo #5	
5B	Meeting Mailer #2	
5C	Virtual Open House #2	
5D	Joint TAC and PAC Meeting #2	
5E	Public Project Presentation #2	
5F	Final Tech Memo #5	

6	Identifucation of Preferred and Cost-Constrained Alternatives	\$ 9,620
6A	Draft Tech Memo #6	
6B	PMT Check-in	
6C	Final Tech Memo #6	
7	Draft Updated TSP, Implementing Ordinances, and Findings	\$ 35,280
7A	Draft Updated TSP	
7B	Draft Findings	
7C	Draft Implementing Ordinances for City of Paisley	
7D	Draft Implementing Ordinances for Lake County	
7E	Joint TAC and PAC Meeting #3	
7F	Adoption Draft Updated TSP	
7G	Adoption Draft Implementing Ordinances	
7H	Final Findings	
8	Adoption	\$ 12,190
8A	One Joint City of Paisley and Lake County Planning Commission Hearing	
8B	One Joint City of Paisley Council and Lake County Board of Commissioners Hearing	
8C	Final Updated TSP and Final Implementing Ordinances	
	TOTAL Non-Contingency	131,080

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 131,080
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5A-14 Pendleton TSP Pedestrian, Bicycle and Transit Update

City of Pendleton's ("City") current Transportation System Plan ("TSP") was adopted in 2007. The 2007 TSP is predominately oriented toward motorized transportation. By updating the transit, bicycle and pedestrian components, the City hopes to improve its ability to construct safe and efficient infrastructure for alternative transportation. The research, analysis, public input and collaborative partnership will help the City make difficult decisions regarding new investments, including designing for active transportation modes, neighborhood greenway trails, connections to regional trail networks, highly visible transit stops, siting of transit centers, and park-and-ride facilities. The Project will result in amendments to the transit, bike and pedestrian elements of the 2007 TSP in compliance with the Transportation Planning Rule, Oregon Administrative Rule 660-012-0020(2)(d).

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Reconnaissance Kick-Off	\$ 24,450
1.2	PMT Meeting #1 agenda and facilitation	
1.3	PMT Meeting #2	
1.4	Existing Transportation System Inventory summaries and maps	
1.6	Technical Memorandum #1	
1.7	Technical Memorandum #2	
2	Citizen, Public and Agency Involvement	\$ 14,950
2.2	Youth Workshops #1	
2.3	Transportation Options Field Tour: Bus Excursion	
2.4	AC Meeting #1	
2.5	Stakeholder Meeting #1: Transit Providers	
2.6	Stakeholder Meeting #2: SRTS Table Event	
2.7	PMT Meeting #3	
3	Modal and Land Use Analysis	\$ 38,550
3.1	Technical Standards Memorandum	
3.2	Technical Memorandum #3	
3.3	Active Transportation and Transit Toolbox	
3.4	AC Meeting #2	
3.5	Public Workshop, Promotional Flier and Media Notice content	
3.6	PMT Meeting #4	
4	Outreach	\$ 2,850
4.1	Transit Survey Questions	
4.2	Interactive Online Map	
4.3	PMT Meeting #5	
5	Funding	\$ 5,700
5.1	Technical Memorandum #4	
5.2	Charrette Promotional Flier and Media Notice content	
5.3	PMT Meeting #6	

6	Alternatives and Designs	\$ 58,250
6.1	Transit Center Conceptual Designs	
6.2	Multi-Use Trail Concept and Transit-Supportive Illustrations	
6.3	Design Report – Street and Path Standards	
6.4	Transit Center and Active Transportation System Charrette	
6.4	Technical Memorandum #5	
6.6	Capital Project Evaluation Report and Cost Estimates	
6.7	Future Bicycle, Pedestrian, and Transit Inventory Maps with Regional Connections	
6.8	Health Impact Analysis	
6.9	AC Meeting #3	
6.1	PMT Meeting #7	
7	Standards and Partnership Opportunities Assessment	\$ 12,050
7.1	Freight Stakeholders Packet	
7.2	Youth Workshop #2	
7.3	TSP Pedestrian, Bicycle and Transit Update Open House, Promotional Flier and Media Notice content	
7.4	PMT Meeting #8	
8	Draft Implementation Plan Outreach	\$ 15,050
8.1	Draft Implementation Plan	
8.2	Draft Policy and Unified Development Code Amendments	
8.3	AC Meeting #4	
8.4	Stakeholder Meetings #3: Partnership	
8.5	PMT Meeting #9	
8.6a	Final Implementation Plan	
8.6b	Comments on Revised Policy and Unified Development Code Amendments	
9	Draft Plan Work Sessions	\$ 18,500
9.1	Draft TSP Pedestrian, Bicycle and Transit Update	
9.2	Legislative Findings and Ordinance Recommendations	
9.4a	PC Work Session	
9.4b	CC Work Session	
8	Final Plan and Adoption	\$ 8,350
10.1	Final TSP Pedestrian, Bicycle, and Transit Update	
10.3a	Planning Commission Hearing	
10.3b	City Council Hearing	
	TOTAL Non-Contingency	198,700
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 198,700

1A-13 Canby North Redwood Development Concept Plan

The North Redwood Development Concept Plan (Project) will provide a preferred alternative for development of a 66-acre site with multiple property owners. Project will develop conceptual infrastructure and financing options for achieving urban housing densities while protecting the site's natural resources. The Project will also determine a supportive transportation system, increase travel options, and identify optimal access locations for emergency service providers. The recommended plan and any code amendments must be consistent with local and state policies, plans, and rules including the Transportation Planning Rule. Project must meet the City of Canby's (City) Municipal Code requirement for an adopted Development Concept Plan (DCP) prior to post-annexation zone change requirements.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Kickoff	\$ 19,500
1A	PMT Meeting #1	
1B	Project Memo #1	
1C	Project Memo #2	
1D	Project Website Input	
2	Develop Project Foundation	\$ 21,200
2A	Project Memo #3	
2B	Project Memo #4	
2C	PMT Meeting #2	
2D	Stakeholder Interviews	
2E	TAC Meeting #1	
2F	SAC Meeting #1	
3	Confirm DCP Framework	\$ 12,900
3A	PMT Meeting #3	
3B	Public Event #1	
3C	Joint City Council and Planning Commission Workshop #1	
3D	Final Project Memos #1 - 4	
4	Develop Alternative DCPs	\$ 33,400
4A	Project Memo #5	
4C	TAC Meeting #2	
4D	SAC Meeting #2	
4E	Revised Project Memo #5	
5	Present Alternative DCPs	\$ 9,600
5A	Public Event #2 Preparation	
5B	Public Event #2	
5C	Final Project Memo #5	
6	Recommended North Redwood DCP	\$ 38,400
6A	PMT Meeting #4	
6B	Draft Recommended North Redwood DCP	
6C	DLCD Notice	

6D	SAC Meeting #3	
6E	Recommended North Redwood DCP	
6F	Findings	
7	Adoption	\$ 17,300
7A	Planning Commission and City Council Presentation Materials	
7B	Joint City Council and Planning Commission Workshop #2	
7C	Planning Commission Public Hearing	
7D	City Council Public Hearing	
7E	Final North Redwood DCP	
	TOTAL Non-Contingency	152,300

CONTINGENCY TASKS/DELIVERABLES		
9	Economic Analysis	\$ 16,700
4B	Additional Alternative DCP	
5C	Additional SAC Meeting	
C1	Project Meetings (Up to 2)	
	TOTAL Contingency	16,700

TOTAL Non-Contingency + Contingency	\$ 169,000
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1B-13 Happy Valley TSP Update

The Happy Valley Transportation System Plan ("TSP") was originally adopted in 1999 and underwent a major update in 2006 in association with the adoption of the East Happy Valley Comprehensive Plan. Much of the existing TSP is for the most part sufficient to serve the City of Happy Valley's ("City") requirements, however some components of the plan must be updated. This TSP update project is to address three main goals:

To identify motor vehicle system needs and solutions based on the current Metro horizon year at locations not identified in the recent update of the Clackamas County TSP.

To update the plan to cover urban growth areas brought into the city's planning jurisdiction since 2009. This requires new maps and project lists that incorporate these areas. However little new analytical work will be necessary, as facility classifications and projects from the Clackamas County TSP that were developed for these areas when previously in the county's jurisdiction are appropriate for the City's TSP as well.

To ensure the TSP and the City's Development Code comply with new requirements of the Regional Transportation Plan and its functional plans

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination	\$ -
2	Existing Conditions, Plans and Policies	\$ 18,190
2.1	Base Map	
2.2	Plan and Policy Summary Report	
2.3	Existing Conditions Report	
2.4	TAC Meeting #1	
3	Needs, Opportunities, Constraints and Tools	\$ 19,060
3.1	Needs, Opportunities, Constraints and Tools Report	
3.3	TAC Meeting #2	
4	Project Selection and Proritization	\$ 20,740
4.1	Project Options Memo	
4.2	TAC Meeting #3	
4.3	Open House	
4.4	Joint City Council/Planning Commission Work Session	
5	TSP Recommendations and Adoption	\$ 28,920
5.1	TSP Update	
5.2	Implementation Language	
5.3	TAC Meeting #4	
5.4	Adoptions Hearigns (up to 4)	
TOTAL Non-Contingency		\$ 86,910

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		-

TOTAL Non-Contingency + Contingency		\$ 86,910
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1C-13 Lake Oswego Lake Grove Parking Plan

This project will produce the Lake Grove Village Center Parking Management Plan (for the Lake Grove Village Center (LGVC) within the City of Lake Oswego (City). The creation of the Parking Plan will implement a provision of the Lake Grove Village Center Plan. The Boones Ferry street improvements, also an element of the Lake Grove Village Center Plan, will result in a loss of up to 33 parking places in 2014-2016. The Lake Grove Village Parking Management Plan will identify a minimum of three sites for potential future public parking with financing concepts, and include stakeholder and public coordination and outreach. This Project will result in the following:

- A more efficient use of parking resources in Project Area.
- Mode split goals and desired outcomes agreed upon early in Project development.
- Identification of future public parking sites and type.
- Products that incorporate urban design considerations.
- Incorporating parking access changes resulting from the Boones Ferry Road Refinement Plan.
- Identification of potential market responsive parking strategies and standards that reflect the different demands for new development and redevelopment.
- Minimizing conflicts between the commercial areas and adjacent residential neighborhoods.
- Encouraging bicycle and pedestrian use in Project Area.
- Amendments to the City's Comprehensive Plan and City Codes as necessary to implement the Lake Grove Village Parking Management Plan.

The transportation relationships and benefits of this Project include:

- An assessment of parking use, turnover, and need in the LGVC
- A plan for more efficient use of existing parking, shared parking, off-street connections between parking areas, and shared driveways
- Identification of strategic locations for public parking facilities; and
- An overall strategy and plan to manage parking in LGVC while assuming identified pedestrian and bicycle connections.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up and Management	\$ 760
1A	Review and Comment on Memo #1	
2	Lake Grove Village Center Parking Management Plan Framework	\$ 36,660
2A	Memo #2 and Base Maos	
2B	Stakeholder Interviews	
2C	PMT Meeting #1	
2D	Refined Public Schedules	
2E	Memo #3	
3	Initiate Public Participation	\$ 7,620
3A	PMT Meeting #2	
3B	TAC Meeting #1	
3C	SAC Meeting #1	
3D	Project Area Tour	
4	Parking Management Strategies	\$ 38,220
4A	Memo #4	
4B	Joint PMT /TAC Meeting #1	
4C	SAC Meeting #2	

4D	Open House #1	
5	Draft Lake Grove Village Center Parking Management Plan	\$ 26,035
5A	Draft Lake Grove Village Center Parking Management Plan	
5C	Joint PMT /TAC Meeting #2	
5D	SAC Meeting #3	
5E	Open House #2	
5F	Planning Commission Work Session	
5G	City Council Work Session	
6	Recommended Plan and Adoption	8,530
6A	Draft Lake Grove Village Center Parking Management Plan	
	TOTAL Non-Contingency	117,830

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 117,830
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1D-13 Milwaukie Monroe Street Neighborhood Greenway Conceptual Plan

The City of Milwaukie's (City) Transportation System Plan (TSP) identifies Monroe Street as a key east-west bicycle route across Milwaukie, one that is also important for pedestrians as a connection through several neighborhoods. The Milwaukie TSP (adopted in 2007 and revised in 2013) classifies Monroe as a greenway, which includes a shared-lane bikeway, sidewalks, and green-street stormwater facilities. The Monroe Street Neighborhood Greenway Conceptual Plan will identify possible improvements (such as signage, pavement markings, intersection signalization, curb extensions, refuge islands, speed humps, and mini traffic circles) that would result in appropriate traffic volumes and speeds that are appropriate for a shared bikeway, in the form of a conceptual design for improvements to accommodate bikes, pedestrians, and stormwater. Deliverables for the Project include concept design plans for each section of Monroe Street, consisting of a plan view, typical cross-sections, and conceptual drawings where necessary to illustrate specific proposed improvements

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination	\$ 2,170
1A	Organizational Meeting and Refined Project Schedule	
2	Document Existing Conditions	\$ 23,530
2A	Base Maps	
2B	PAC Meeting #1 and list of comparable Neighborhood Greenways	
2C	Needs, Opportunities, Constraints and Tools Memo	
2D	PAC Meeting #2	
3	Conduct Public Workshops	\$ 30,790
3A	Public Workshop #1	
3B	Proposed Conceptual Design	
3C	PAC Meeting #3	
3D	Public Workshop #2	
3E	PAC Meeting #4	
4	Prepare Final Report	\$ 16,050
4A	Final Report	
4B	PAC Meeting #5	
4C	City Council Work Session	
	TOTAL Non-Contingency	72,540
CONTINGENCY TASKS/DELIVERABLES		
3	Conduct Public Workshops	\$ 6,970
3F	Contingency Public Workshop, PAC Meeting, and Revision	
	TOTAL Contingency	6,970
TOTAL Non-Contingency + Contingency		\$ 79,510

1E-13 Portland Parking Analysis & Tool Kit for Neighborhood Centers and Corridors

The primary Project purpose is to determine parking management strategies to better balance vehicle parking demand with parking supply, in order to achieve non-single occupancy vehicle modal targets, reduced Vehicle Miles Traveled and associated greenhouse gas emissions, efficient use of land, and other transportation and land use goals. Both the Transportation and Growth Management funded Metro Non-Single Occupancy Vehicle Modal Target Study and the Metro Climate Smart Communities Scenarios work have shown that parking management is one of the most effective and least tapped strategies for achieving these objectives.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Public Involvement	\$ 11,200
1A	6 to 8 PMT Meetings	
2	Background Information	\$ 18,040
2A	Review Comments	
2B	Draft list of cities and interview questions	
2C	8 to 10 Interviews	
2D	Summary of Interviews	
2E	Parking Management Best Practices Memorandum	
2F	Review Comments	
2G	TAC Meeting #1	
2H	SAC Meeting #1	
3	Parking Inventory, Occupancy, and Turnover Study	\$ 29,270
3A	Memo #5	
3B	Review Comments	
3C	Draft Parking Inventory, Occupancy and Turnover Study Findings and Conclusions Report	
3D	TAC Meeting #2	
3E	SAC Meeting #2	
3F	PSC Meeting #1	
3G	Review Comments	
3H	Final Parking Inventory, Occupancy and Turnover Study Findings and Conclusions Report	
4	Parking Management Toolkit for Centers and Corridors	\$ 53,550
4A	Evaluation of Parking Management Strategies	
4B	Draft Toolkit	
4C	PSC Meeting #2	
4D	Draft Parking Management Plan	
4E	TAC Meeting #3	
4F	SAC Meeting #3	
4G	Revised Parking Management Plan	
4H	Final Toolkit	
4I	PSC Meeting #3	

5	Recommended Comprehensive Plan Policy and Development Code Language	\$	-
	TOTAL Non-Contingency		112,060

CONTINGENCY TASKS/DELIVERABLES			
C1	CONTINGENCY TASK	\$	-
	TOTAL Contingency		-

TOTAL Non-Contingency + Contingency		\$	112,060
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1F-13 Portland Tryon and Stephens Headwaters Neighborhood Street Plan

As a result of historical development patterns and barriers formed by terrain, highways, streams and other natural features, Southwest Portland’s local street system is poorly connected and lacks safe facilities for active transportation modes (walking and bicycling), and provides insufficient management of stormwater runoff. The Tryon and Stephens Headwaters Neighborhood Street Plan (“Street Plan”) is an area planning effort to integrate transportation networks, including motor vehicle, pedestrian and bicycle networks, access to transit, safe routes to schools and SW urban trails, along with stormwater system improvements.

The primary purpose of the Street Plan is to enhance the system of local streets by identifying feasible multimodal transportation improvements to safely accommodate pedestrians, bicyclists, as well as motor vehicles, and to manage stormwater. In 2001 the City adopted a TGM-funded Master Street Plan for Southwest, but limited private (re)development and public investment have failed to produce a connected network of improved and accessible streets and pathways.

SW Barbur Boulevard, which runs through the center of the Study Area, is the recommended corridor for a future regional investment in High Capacity Transit with four potential station locations under consideration within the Study Area.

The Portland Bureau of Transportation (“PBOT”) and Bureau of Environmental Services (BES) will partner together on this project to evaluate and develop implementation measures to address infrastructure deficiencies in the Study Area. Application of new residential street (Street by Street) standards in this part of the city, which suffers from poorly infiltrating soils and deficient stormwater infrastructure, first requires addressing pressing stormwater issues. The Street Plan will provide a common framework for PBOT and the BES to coordinate investments in the Study Area.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Agency and Public Involvement	\$ -
2	Existing Conditions	\$ -
3	Needs, Opportunities and Constraints	\$ -
4	Developing Solutions	\$ -
5	Final Plan and Implementation	\$ -
TOTAL Non-Contingency		-
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
TOTAL Contingency		-
TOTAL Non-Contingency + Contingency		\$ -

1G-13 West Linn TSP Update

The current City of West Linn (“City”) Transportation System Plan (“TSP”) was adopted December, 2008. This Project will update the 2008 TSP to reflect physical and regulatory changes that have occurred in the City, region, and State of Oregon (the “State”) since 2008 and provide a 20-year horizon (2040) for transportation planning. The Project will also establish key outcomes (i.e. performance measures). The key outcomes will be used to identify, evaluate and prioritize individual projects and programs designed to achieve the key outcomes. The Updated TSP will implement and be consistent with the State’s Transportation Planning Rule (“TPR”), the Metro 2035 Regional Transportation Plan (“RTP”), the 2014 RTP Update (adoption expected in mid-2014), and the Regional Transportation Functional Plan (“RTFP”) adopted in 2010. The Project will update some elements of the 2008 TSP and add new elements. The Project will also identify potential amendments to the RTP, the City’s Development Code, and possibly other implementing documents.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Policy Framework	\$ 27,350
1A	Refined Project Schedules (Subtask 1.3)	
1B	Project Mailings (Subtask 1.4)	
1C	Review Comments on Tech Memo 1(Subtask 1.6)	
1D	Review Comments on Tech Memo 2 (Subtask 1.7)	
1E	PMT Meeting #1 (Subtask 1.8)	
1F	Key Outcomes Workshop (Subtask 1.10)	
1G	Revised Tech Memo 3 (Subtask 1.11)	
1H	Review Comments on Tech Memo 4 (Subtask 1.12)	
1I	Draft Tech Memo 5 (Subtask 1.13)	
2	Initiate Committee Involvement	\$ 12,350
2A	PMT Meeting #2 (Subtask 2.1)	
2B	TAC Meeting #1 (Subtask 2.2)	
2C	CAC Meeting #1 (Subtask 2.3)	
2D	PC Meeting #1 (Subtask 2.4)	
2E	City Council Meeting #1(Subtask 2.5)	
2F	Final Tech Memos 1, 3 and 5 (Subtask 2.6)	
3	Transportation System Needs	\$ 28,450
3A	PMT Meeting #3 (Subtask 3.1)	
3B	Draft Tech Memo 7 (Subtask 3.3)	
3C	Draft Tech Memo 8 (Subtask 3.4)	
3D	Draft Tech Memo 9 (Subtask 3.5)	
4	Present Potential Solutions	\$ 26,350
4A	PMT Meeting #4 (Subtask 4.1)	
4B	TAC Meeting #2 (Subtask 4.2)	
4C	Revised Draft Tech Memo 7 (Subtask 4.3)	
4D	Revised Draft Tech Memo 8 (Subtask 4.4)	
4E	CAC Meeting #2 (Subtask 4.5)	
4F	Community and Virtual Community Meeting #1 (Subtask 4.6)	

4G	PC Meeting #2 (Subtask 4.7)	
4H	City Council Meeting #2 (Subtask 4.8)	
4I	Final Tech Memo 7 (Subtask 4.9)	
4J	Final Tech Memo 8 (Subtask 4.10)	
5	Solutions: Develop and Evaluate	\$ 31,300
5A	Draft Tech Memo 10 (Subtask 5.1)	
5B	Revised Tech Memo 9 (Subtask 5.2)	
5C	PMT Meeting #5 (Subtask 5.3)	
5D	TAC Meeting #3 (Subtask 5.4)	
5E	CAC Meeting #3 (Subtask 5.5)	
5F	Revised Draft Tech Memo 10 (Subtask 5.6)	
5G	Community and Virtual Community Meeting #2 (Subtask 5.7)	
5H	Final Tech Memo 9 (Subtask 5.8)	
5I	Final Tech Memo 10 (Subtask 5.9)	
6	Develop Draft Planned and Financially Constrained TSP and TSP Policy	\$ 11,950
6A	Draft Tech Memo 11 (Subtask 6.1)	
6B	CAC Meeting #4 (Subtask 6.2)	
6C	Revised Tech Memo 11 (Subtask 6.3)	
6D	City Council and PC Joint Work Session #1 (Subtask 6.4)	
7	Evaluate Draft Planned and Financially Constrained Transportation Systems	\$ 13,850
7A	Draft Tech Memo 12 (Subtask 7.1)	
7B	TAC Meeting #4 (Subtask 7.2)	
7C	CAC Meeting #5 (Subtask 7.3)	
7D	Final Tech Memo 11 (Subtask 7.4)	
7E	Final Tech Memo 12 (Subtask 7.5)	
8	Draft TSP Update and Implementing Language	\$ 28,150
8A	Draft TSP Update (Subtask 8.1)	
8B	Community and Virtual Community Meeting #3 (Subtask 8.3)	
78C	Recommended TSP Update (Subtask 8.4)	
9	Final TSP, Implementing Language and Adoption Findings	\$ 13,150
9A	City Council and PC Joint Work Session #2 (Subtask 9.1)	
9B	PC Adoption Hearing (Subtask 9.3)	
9C	City Council Adoption Hearing (Subtask 9.4)	
9D	Adopted TSP (Subtask 9.5)	
	TOTAL Non-Contingency	192,900

CONTINGENCY TASKS/DELIVERABLES		
10	CONTINGENT TASK	\$ 6,900
10A	Contingent Meeting #1 (Subtask 10.1)	
10B	Contingent Meeting #2 (Subtask 10.2)	
10C	Contingent Meeting #3 (Subtask 10.3)	
10D	Contingent Code Changes (Subtask 10.4)	
10E	Contingent Sensitivity Analysis 1 (Subtask 10.5)	
TOTAL Contingency		6,900

TOTAL Non-Contingency + Contingency	\$ 199,800
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1H-13 Multnomah County Westside Rural Multnomah County TSP Update

Westside Rural Multnomah County Transportation System Plan Update project (Project) will update the Westside Rural Multnomah County Transportation System Plan (TSP) adopted in 1998, with a primary focus on the rural plan area for Sauvie Island and the Multnomah Channel. This Project will build on scoping work conducted by Multnomah County (County) in 2013 involving extensive public outreach that identified land use and transportation visions and issues for the area. The update to the TSP will establish baseline conditions, identify projects, and identify planning and implementation opportunities to address concerns regarding the increasing number of visitors to the area and related issues concerning traffic. Needs to be addressed in the TSP update include traffic conflicts between modes on Sauvie Island and Multnomah Channel roads, particularly between bicycles and motorists, but also including farm equipment and pedestrians. The lack of road shoulders and/or multimodal use paths was a common theme raised. Additionally, the TSP update will include a review of the 1998 TSP document to identify text and maps that should be revised, for example to reflect where planned projects have now been built, or amended.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination'	\$ 1,970
1A	Organizational Meeting/Revised Project Schedule	
1B	Site Visit	
2	Document Existing Conditions	\$ 8,670
2A	Draft Existing Plans and Policies Memo	
2B	PAC Meeting #1	
3	Needs, Opportunities, Constraints and Tools	\$ 12,730
3A	Needs, Opportunities, Constraints and Tools Memo	
3B	PAC Meeting #2	
4	Plan Development Workshops	\$ 9,240
4A	Plan Development Workshop #1	
4B	Draft Plan Development Workshop Report	
4C	Plan Development Workshop #2	
4D	Revised Plan Development Workshop Report	
5	Prepare Implementation Materials	\$ 6,280
5A	TSP Text Update	
	TOTAL Non-Contingency	38,890
CONTINGENCY TASKS/DELIVERABLES		
4	CONTINGENT TASK	\$ 3,410
4E	Contingent: Plan Development Workshop #3/ Revised Plan Development Workshop Report	
	TOTAL Contingency	3,410
TOTAL Non-Contingency + Contingency		\$ 42,300

11-13 Washington County 170th Avenue/Merlo Corridor Conceptual Design Plan

The purpose of the 170th Avenue/Merlo Road Conceptual Design Plan project (Project) is to develop a conceptual design for two connecting arterial roadways in urban Washington County, based on a detailed analysis of existing conditions, opportunities and constraints; a broader look at surrounding neighborhood context; an evaluation of best practices and innovative designs; and an inclusive public involvement process. The conceptual design will provide Washington County (County) and corridor stakeholders with a higher level of certainty as to how the corridor will look and function in the future, and will better prepare the County for designing, engineering and constructing improvements in the corridor.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination'	\$ 3,650
1A	Organizational Meeting	
1B	Web page content and coding	
1C	Teleconference Coordination Meetings (up to 8 meetings @ \$220 each)	
2	Document Existing Conditions	\$ 29,830
2A	Base Maps	
2B	Existing Conditions, Opportunities and Constraints Memo	
2C	Solution Alternatives Memo	
2D	PAC Meeting #1	
3	Conduct Public Workshops	\$ 16,460
3A	Public Workshop #1	
3B	Proposed Conceptual Design	
3C	PAC Meeting #2	
3D	Public Workshop #2	
3E	PAC Meeting #3	
3F	Revised Conceptual Design	
4	Prepare Implementation Materials	\$ 9,840
4A	Draft Final Report	
4B	PAC Meeting #4	
4C	Final Report	
	TOTAL Non-Contingency	59,780
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENT TASK	\$ -
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 59,780

2A-13 Lincoln City Nelscott Gap Refinement Plan

The purpose of the Nelscott Gap Refinement Plan project (“Project”) is to produce an attractive, transit-oriented, and walkable neighborhood that will ensure efficient use of urban land and improved facilities planned for US 101.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 26,000
1.1	Roster	
1.3	Kickoff Meeting/Tour	
1.4	Background Information	
1.5	Project Website Launch; Monthly Updates	
1.6	PAC meeting #1	
1.7	Draft Memo #1: Vision Statement and Goals	
2	Existing and Future Conditions, Vision and Goals	\$ 26,300
2.1	Draft Memo #2: Existing and Future Conditions	
2.2	Stakeholder Outreach including Title VI	
2.3	PAC Meeting #2	
2.4	Presentation Material for Community Design Week and Youth Prep	
3	Nelscott Community Design Work	\$ 19,800
3.1	Introductory Meeting with City Staff Incl Travel To (Two Hours)	
3.2	Open House for Property Owners	
3.3	Public Workshop #1	
3.4	Joint Planning Commission/Council Meeting #1	
3.5	Youth Engagement Event	
3.6	Public Workshop #2: Land Use/Transp Alts/ PAC #3	
3.7	Open Studio and Travel From (2 Hours)	
4	Land Use and Transportation System Alternatives	\$ 19,400
4.1	Revised Memorandum #1	
4.2	Revised Memorandum #2	
4.3	Draft Memorandum #3: Land Use and Transportation System Elements	
4.4	PAC Meeting #4	
4.5	Joint Planning Commission/Council Meeting #2	
4.6	Revised Memorandum #3	
5	Implementation Measures	\$ 31,300
5.1	Draft Memorandum #4: Transportation Analysis	
5.2	Draft Memorandum #5: Costs and Funding Sources	
5.3	Draft Memorandum #6: Implementation Strategy and Action Plan	
5.4	PAC Meeting #5	
5.5	Revised Memo #4	

6	Public Event	\$ 16,400
6.1	Presentation Material for Public Event	
6.2	Public Event #3	
6.3	Joint Planning Commission/City Council Briefing #3	
6.4	Revised Memorandum #5	
6.5	Revised Memorandum #6	
7	Plan Adoption	\$ 25,400
7.1	Plan Outline	
7.2	Draft Nelscott Gap Refinement Plan	
7.3	PAC Meeting #6	
7.4	Adoption Draft Refinement Plan	
7.5	Presentation Material for Hearings	
7.6	Planning Commission Hearing	
7.7	City Council Hearing	
7.8	Final Nelscott Gap Refinement Plan	
	TOTAL Non-Contingency	164,600

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENT TASK	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 164,600
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2B-13 Salem Commercial Street SE/Liberty Road S Refinement Plan

The Commercial Street SE/Liberty Road S Plan project (Project) will develop a detailed street design and land use plan (providing for walking, biking, transit access, motoring and business access, and redevelopment) that can be adopted and advanced as capital improvement projects for engineering and construction. The general approach of the Project will be to identify short-term projects for immediate implementation as well as long-term incremental projects that can be constructed as funding becomes available or in conjunction with private investment actions. Project will re-energize the Study Area by improving the visual character and functionality of the circulation system, and by strengthening the district's identity, curb appeal and marketability.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 8,590
1A	Kickoff Meeting Conference Call	
1B	Project Branding	
1C	Review and Comment on Draft Memorandum #1: Evaluation Criteria	
2	Identify and Analyze Existing Conditions and Forecast Conditions	\$ 37,320
2A	Transportation Operations and Safety Analysis	
2B	Draft Transportation Conditions Booklet	
2C	Draft Urban Design, Streetscape and Land Use Design Analysis Booklet	
2D	Initial Outreach Presentation Materials	
2E	TAC Meeting #1	
3	Public Outreach #1	\$ 10,790
3A	CAC Meeting #1	
3B	Property and Business Owners Meeting #1	
3C	Presentation Material for Public Event #1	
3D	Public Event #1	
4	Future Conditions Analysis	\$ 28,400
4A	Revised Memorandum #1: Evaluation Criteria	
4B	Draft Memorandum #3: Street Design and Land Use Options and Tier 1 Screening	
4C	Alternative Street Design and Land Use Options Presentation Materials	
4D	TAC Meeting #2	
4E	Draft Design and Land Use Options Booklet	
5	Public Outreach #2	\$ 8,370
5A	CAC Meeting #2	
5B	Presentation Material for Public Event #2	
5C	Public Event #2	
6	Develop Recommendations and Refine Facility Design and Land Use Alternatives and Tier 2 Screening	\$ 41,720
6A	Draft Memorandum #6: Facility Design and Land Use Alternatives	
6B	Draft Memorandum #7: Tier 2 Screening Assessment	
6C	Presentation Material for TAC Meeting #3	

6D	TAC Meeting #3	
7	Public Outreach #3	17,180
7A	Presentation Material for Public Event #3	
7B	Public Event #3	
7C	Recommended Project Design and Land Use Options Booklet and Street Level Graphics	
8	Draft CSLR Refinement Plan and Adoption	4,830
8A	Graphic and Analysis Support for Draft CSLR Refinement Plan	
8B	TAC Meeting #4	
8C	Meeting Support for Planning Commission Meeting #1, Planning Commission Meeting #2, and City Council Meeting	
	TOTAL Non-Contingency	157,200

CONTINGENCY TASKS/DELIVERABLES		
9	Economic Analysis	\$ 5,320
9A	Memorandum #8: Economic Analysis	
	TOTAL Contingency	5,320.00

TOTAL Non-Contingency + Contingency	\$ 162,520
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2C-13 Tillamook Hoquarton Area Plan

The Hoquarton Area Plan Project (“Project”) will create a master plan for infill development, redevelopment, and a multimodal transportation network in the Project Study Area. The City of Tillamook’s (“City”) Project will improve multimodal intracity circulation, foster street safety, encourage walking, cycling, and recreational uses in the Project Study Area.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Kickoff	\$ 26,200
1.A	Kickoff Meeting Conference Call	
1.B	Project Branding	
1.C	Project Branding	
1.D	Project Branding	
1.E	Project Branding	
1.F	Review and Comment on Draft Memorandum #1: Evaluation Criteria	
2	Existing and Future Conditions	\$ 16,000
2.A	Draft Memorandum #2: Existing and Planned Conditions	
2.B	PAC Meeting #2	
3	Public Event #1	\$ 12,500
3.A	Presentation Material for Public Event #1	
3.B	Public Event #1	
3.C	Revised Memorandum #1	
3.D	Revised Memorandum #2	
3.E	Planning Commission Briefing	
4	Land Use and Transportation System Alternatives	\$ 22,100
4.4.	Mini-Charrette	
4.B	Draft Memorandum #3: Land Use and Transportation System Alternatives	
4.C	PAC Meeting #3	
5	Public Event #2	\$ 14,700
5.A	Presentation Material for Public Event #2	
5.B	Public Event #2	
5.C	Revised Memorandum #3	
5.D	Joint City Council and Planning Commission Briefing	
6	Implementation Strategy	\$ 23,300
6.A	Draft Memorandum #4: TSP Amendments	
6.B	Draft Memorandum #5: Implementation Strategy and Plan Outline	
6.C	PAC Meeting #4	
7	Public Event #3	14,900
7.A	Presentation Material for Public Event #3	
7.B	Public Event #3	
7.C	Revised Memorandum #4	

7.D	Revised Memorandum #5	
7.E	Joint City Council and Planning Commission Briefing	
8	Plan Adoption and Code Amendment Recommendations	16,500
8.A	Draft Hoquarton Area Plan	
8.B	Presentation Material for Planning Commission and City Council Hearings	
8.C	Planning Commission Hearing	
8.D	Adoption Draft Hoquarton Area Plan	
8.E	City Council Hearing	
8.F	Final Hoquarton Area Plan	
	TOTAL Non-Contingency	146,200

CONTINGENCY TASKS/DELIVERABLES		
9	Contingent Meetings	\$ 1,800
9.A	Meeting #1	
9.B	Meeting #2	
	TOTAL Contingency	1,800.00

TOTAL Non-Contingency + Contingency	\$ 148,000
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2D-13 Sunset Empire Transportation District Long Range Comprehensive Transportation Plan

The purpose of the Sunset Empire Transportation District (“SETD”) Long Range Comprehensive Transportation Plan project (“Project”) is to provide short and long-term strategic guidance to SETD for the provision of transit services, bus stop and facility siting, and coordination with the new five-county transit alliance called the “Northwest Oregon Connector Alliance” (“NWOCA”) over the 20 year planning period. The Project will examine how SETD can enhance its rural community service by improved and better integration with existing urban and outlying services to meet the needs expected from future regional growth and tourism. There are several opportunities in the region for increased use of transit that the Project team will explore, including:

- Making service more attractive to choice riders
- Development of transit facilities and amenities
- Exploration of demand in the county
- Understanding travel needs along the Cannon Beach-Warrenton-Seaside-Astoria corridor
- Considering transit needs off of the highway corridors
- How to achieve greater efficiencies between SETD and the Schools’ bus services
- Taking advantage of technology advance
- Better integrating land use and transportation decisions

The Long Range Comprehensive Transportation Plan (“LRCTP”) will serve as the basis for the transit element of transportation system plans adopted by local jurisdictions within SETD’s service area, and provide guidance to these jurisdictions for their efforts to increase transit use and reduce greenhouse gases.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Initiation and Existing Conditions	\$ 47,960
1.1	Project Initiation	
1.2	PMT Meeting #1	
1.3	Memo #1: Public and Stakeholder Involvement Strategy	
1.4	Memo #2: Existing System Draft	
1.5	Memo #2: Existing System Final	
1.6	Project Webpage	
1.7	Questionnaire #1	
1.8	Stakeholder Small Groups	
1.9	SETD Board of Commissioners Work Session #1	
1.10	Outreach Efforts #1	
1.11	TPAC Meeting #1	
1.12	Study Area Tour	
2	Land Use Impact on Future Transportation Needs	\$ 11,220
2.1	Memo #3: Land Use Impact on Future Transportation Needs - Draft	
2.2	Memo #3: Land Use Impact on Future Transportation Needs - Final	
2.3	PMT Meeting #2	
2.4	TPAC Meeting #2	
2.5	Project Website Update	
3	Envision Future Service Opportunities	\$ 28,770
3.1	Memo #4: Evaluation Framework - Draft	
3.2	Memo #4: Evaluation Framework - Final	

3.3	Memo #5: Future Service Opportunities - Draft	
3.4	Memo #5: Future Service Opportunities - Final	
3.5	PMT Meeting #3	
3.6	TPAC Meeting #3	
3.7	Project Website Update	
3.8	Outreach Efforts #2	
4	Transit Goals, Practices and Policies	\$ 35,890
4.1	PMT Meeting #4	
4.2	Memo #6: Updated Goals, Policies, and Practices - Draft	
4.3	Memo #6: Updated Goals, Policies, and Practices - Final	
4.4	Memo #7: Future Service Opportunities Evaluation and Prioritization and Monitoring Program - Draft	
4.5	Memo #7: Future Service Opportunities Evaluation and Prioritization and Monitoring Program - Final	
4.6	TPAC Meeting #4	
4.7	Memo #8: Transit Benchmarks - Draft	
4.8	Memo #8: Transit Benchmarks - Final	
4.9	TPAC Meeting #5	
4.10	Project Webpage Update	
4.11	Questionnaire #2	
5	Draft LRCTP	\$ 29,030
5.1	PMT Meeting #5 and Draft LRCTP Outline	
5.2	Draft LRCTP	
5.3	TPAC Meeting #6	
5.4	Open Houses #1-4	
5.6	Revised LRCTP	
5.7	Project Webpage Update	
6	Adoption	\$ 9,800
6.1	SETD Board of Commissioners Work Session #2	
6.2	SETD Board of Commissioners Adoption Hearing	
6.3	Final LRCTP	
	TOTAL Non-Contingency	162,670
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ 5,670
5.5	Local Planning Staff Workshop	
	TOTAL Contingency	5,670
TOTAL Non-Contingency + Contingency		\$ 168,340

2E-13 Tillamook County Transportation District Transit Development Plan

The purpose of the Project is to provide strategic guidance to TCTD for the provision of transit services, highly visible transit stops and facility siting, and coordination with the new five-county transit alliance called the Northwest Oregon Connector Alliance (“NWOCA”) over the 20 year planning period. The Project will examine how existing urban and outlying services can be improved and better integrated and coordinated to meet the needs expected from future regional growth and tourism. The TDP will serve as the basis for the transit element of transportation system plans adopted by local jurisdictions within TCTD’s service area, and provide guidance to these jurisdictions for their efforts to increase transit use and reduce greenhouse gases.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Initiation and Existing Conditions	\$ 65,430
1A	PMT Meeting #1 and Refined Schedule	
1B	Study Area Tour	
1C	Memo #1	
1D	Outreach Calls	
1E	Memo #2	
1F	Project Webpage	
1G	Customer Survey #1	
1H	Title VI Survey and Strategy	
1I	Stakeholder Small Groups	
1J	Outreach Efforts #1	
1K	Virtual Outreach Effort #1	
1L	Driver Survey	
1M	PMT Meeting #2	
1N	TPAC Meeting #1	
1O	Updated Memo #1	
1P	Updated Memo #2	
2	Land Use Impact on Future Transportation Needs and Evaluation Framework	\$ 33,270
2A	Memo #3	
2B	Memo #4	
2C	PMT Meeting #3	
2D	TPAC Meeting #2	
2E	Project Webpage Update	
2F	Updated Memo #3	
2G	Updated Memo #4	
3	Envision Future Service Opportunities, Evaluation, and Prioritization	\$ 23,300
3A	Memo #5	
3B	PMT Meeting #4	
3C	TPAC Meeting #3	
3D	Updated Memo #5	
3E	Project Webpage Update	

4	Transit Benchmarks and Monitoring	\$ 12,710
4A	Memo #6	
4B	PMT Meeting #5	
4C	TPAC Meeting #4	
4D	Project Webpage Update	
4E	Updated Memo #6	
5	Draft TDP	\$ 23,610
5A	PMT Meeting #6 and Draft Plan Outline	
5B	Draft TDP	
5C	PMT Meeting #7	
5D	TPAC Meeting #5	
5E	Open Houses #1-4	
5F	Virtual Open House	
5G	Customer Survey #2	
5H	Revised Plan	
5I	Project Webpage Update	
6	TDP Adoption	\$ 5,140
6A	TCTD Board of Directors Work Session	
6B	TCTD Board of Directors Adoption Hearing	
6C	Final TDP	
TOTAL Non-Contingency		163,460

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
TOTAL Contingency		-

TOTAL Non-Contingency + Contingency	\$ 163,460
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2F-13 Banks Bicycle and Pedestrian Master Plan

The City of Banks' ("City") Bicycle and Pedestrian Master Plan ("BPMP") will plan for a convenient and safe non-automobile transportation system for local trips within the community, and tie in with regional trail systems. The BPMP will identify access points, preferred alignments, key road crossing options, trail standards, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding while ensuring compliance with state and local standards.

The City's BPMP will offer transportation options for City residents and tourists. The proposed bicycle and pedestrian route will provide convenient access to attractors within City, reduce reliance on the automobile, and improve safety by considering parallel routes to Highways 6 and 47.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement	\$ 12,340
1A	PMT Conference Calls (8-12)	
1B	Key Stakeholder Interview (6-8)	
1C	Project Webpage	
1D	Refined Project Schedule	
2	Project Goals and Objectives	\$ 41,180
2A	Draft TM 1: Goals, Objectives, and Evaluation Criteria	
2B	Kickoff Meeting, walking tour, bike tour and Summary	
2C	Data Collection	
2D	Draft TM 2: Baseline Information	
2E	Draft TM 3: Inventory and Evaluation	
2F	Draft TM 4: Crossing Options	
2H	SAC Meeting 1 and Summary	
2I	Revised TMs 1, 2, 3, and 4	
3	Conceptual Bicycle and Pedestrian Route Options	\$ 16,340
3A	Draft TM 5: Conceptual Bicycle and Pedestrian Route Options	
3B	SAC Meeting 2 and Summary	
3C	Open House and Summary	
3D	Virtual Open House	
3E	Revised TM 5	
4	BPMP	\$ 24,010
4A	Draft BPMP and Implementing Policies and Ordinances	
4B	SAC Meeting 3 and Summary	
4C	Joint City Planning Commission and City Council Workshop	
4D	Adoption Draft BPMP and Implementing Policies and Ordinances	
4E	Planning Commission Public Hearing	
4F	City Council Public Hearing	
4G	Final BPMP and Implementing Policies and Ordinances	
4H	Brochure	
TOTAL Non-Contingency		93,870

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ 5,610
C1A	One-hour bike tour following kickoff meeting	
C1A	Local School Education and Engagement Presentations (up to two)	
	TOTAL Contingency	99,480

TOTAL Non-Contingency + Contingency	\$ 99,480
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3A-13 Oakland Local Street Network Plan

The City of Oakland Local Street Network Plan (LSNP) will detail an integrated auto, bicycle and pedestrian network that facilitates safe and efficient transportation within the city, including areas for future development. The LSNP will identify new streets; design alternatives for arterial, collector, and local streets; maximize connectivity, address connections to key activity centers; identify bicycle and pedestrian network improvements; address regulatory requirements; develop a prioritized capital improvement project list; and develop planning-level cost estimates and potential sources of funding.

The LSNP will develop findings and recommendations for new and/or revised policies, street system plans, and development code amendments. The LSNP will provide public involvement opportunities and coordinate planning efforts with other affected agencies – the Oakland School District (OSD) in particular – to improve bicycle and pedestrian circulation to and from schools.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Public Involvement	\$ -
2	Existing Policies, LSNP Goals and Objectives	\$ 550
2.1	PAC Meeting #1	
3	Develop and Evaluate Alternatives	\$ 6,300
3.1	Engineering Memorandum 1	
3.2	Engineering Memorandum 2	
3.3	Open House 1	
3.4	Joint Planning Commission / City Council Workshop 2	
3.5	Engineering Memorandum 3	
4	Preferred Alternatives	\$ 1,200
4.1	Engineering Memorandum 4	
5	Draft City of Oakland Local Street Network Plan	\$ 1,400
5.1	Engineering Memorandum 5	
TOTAL Non-Contingency		\$ 9,450

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		\$ -

TOTAL Non-Contingency + Contingency	\$ 9,450
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3B-13 Reedsport Levee Loop Trail Plan

The City of Reedsport's ("City") Levee Loop Trail Plan ("LLTP") will provide a convenient, non-automobile transportation alternative for local trips within the community. The LLTP must identify access points, preferred alignments, key road crossing options, trail standards, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding while ensuring compliance with the United States Army Corps of Engineers ("USACE") levee program, and state and local standards.

The City of Reedsport Levee Loop Trail ("Trail") will offer an alternative transportation option for City residents and tourists. The proposed Trail route will provide convenient access to attractors within City, reduce reliance on the automobile, and improve safety by reducing bicycle and pedestrian use of Highways 101 and 38.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement	\$ 2,900
1A	Project Management Teleconferences	
2	Project Goals and Objectives	\$ 8,700
2A	Draft TM #1	
2B	Kick-Off Meeting & Site Visit	
2C	Key Stakeholder Meeting #1 Summary Review	
2D	Revised TM #1	
3	Baseline Information	\$ 14,500
3A	Draft TM #2	
3B	PAC Meeting #1	
3C	Stakeholder Meeting #2 Summary Review	
3D	Revised TM #2	
4	Conceptual Trail Options	\$ 29,400
4A	Draft TM #3	
4B	PAC Meeting #2	
4C	Open House	
4D	Revised TM #3	
5	Preferred Trail Option	\$ 21,900
5A	Draft TM #4	
5B	PAC Meeting #3	
5C	Key Stakeholder Meeting #2	
5D	Joint Planning Commission and City Council Workshop	
5E	Revised TM #4	
6	Levee Loop Trail Plan Production	\$ 6,000
6A	Final LLTP	
TOTAL Non-Contingency		\$ 83,400

CONTINGENCY TASKS/DELIVERABLES		
7	CONTINGENCY TASK NAME 1	\$ 900
7A	USACE Review Meeting	
TOTAL Contingency		\$ 900

TOTAL Non-Contingency + Contingency	\$ 84,300
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3C-13 RVCOG/Talent Urban Reserve Concept Plan

The City of Talent Urban Reserve Concept Plan (URCP) will identify appropriate land uses and transportation systems in the Talent Urban Reserve Areas TA-4 and TA-5 necessary to identify the impacts and benefits to the City transportation system, and devise scenarios to mitigate impacts. The URCP is intended to increase efficiency of land and transportation resources in the region, including areas planned for future growth. Additionally, the URCP will identify opportunities to increase the use of active transportation modes and transit.

The URCP will identify a general network of arterials, transit corridors, and active transportation mode systems.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ -
2	Develop Baseline Data	\$ -
3	Alternatives Development and Analysis	\$ -
4	Concept Plan Alternatives Review	\$ -
5	Transportation Analysis	\$ -
6	Final UCRP and Implementing Code Amendments	\$ -
TOTAL Non-Contingency		-
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		\$ -
TOTAL Non-Contingency + Contingency		\$ -

3D-13 RVCOG Alternative Measures and Benchmarks Audit

RVCOG Alternative Measures Update (Plan) provides the requisite analysis and information to set benchmarks and targets necessary to comply with the Transportation Planning Rule.

Further, benchmarks developed will provide information relative to certain TGM objectives. Benchmarks will help identify whether and to what degree citizens in the Rogue Valley are provided a balanced and interconnected transportation system that offers transportation choices to help reduce reliance on single occupancy vehicles. Further, the degree to which the Rogue Valley has worked toward developing compact urban forms and efficient transportation systems that accommodate existing and future residents and businesses. Finally, the project will result in information and benchmarks that will identify areas of improvement on creating communities and supporting economic vitality.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ -
2	Develop Alternative Measures Analysis Methodologies	\$ -
3	Alternative Measure Data Collection	\$ -
4	Analyze Alternative Measures	\$ -
5	Findings and Report	\$ -
TOTAL Non-Contingency		-
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		\$ -
TOTAL Non-Contingency + Contingency		\$ -

4A-13 Bend Integrated Land Use and Transportation Plan

The Project must result in a transportation and land use scenario for the central west side of the City of Bend (City) that is supported by the public, allows the area to develop in an orderly and efficient manner according to a set of land use and transportation performance measures, and is sustained by a reasonable and achievable financial program. The scenario will address the community's vision for housing, parking, traffic and transportation systems, and more

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 13,220
1A	PMT and Consultant Start-up Meeting #1	
1B	Minutes of PMT and Consultant Start-Up Meeting #1	
1C	Draft Project Charter	
1D	Final Project Charter	
1E	Draft Refined Project Schedule	
1F	Final Project Schedule	
2	Public Involvement Strategy	\$ 27,620
2A	Draft Public Involvement Strategy	
2B	Final Public Involvement Strategy	
2C	Draft Community Values Report	
2D	Final Community Values Report	
2E	Provide Content for Project Website	
2F	PAC Roster and Charge	
2G	PAC #1	
2H	Interested Parties List	
3	Project Coordination Strategy	\$ 8,040
3A	Draft Project Coordination Strategy	
3B	Final Project Coordination Strategy	
4	Project Methods Strategy and Approach	\$ 17,150
4A	Envision Tomorrow Workshop	
4B	Draft Project Methods Report	
4C	Final Project Methods Report	
5	Create Land Use And Transportation Performance Measures	\$ 29,240
5A	Draft Performance Measures Summary Report	
5B	Final Performance Measures Summary Report	
5C	PAC #2	
6	Develop Land Use Scenarios	\$ 86,830
6A	Initial Proposed Scenarios Memorandum	
6B	Proposed Scenarios Report	
6C	Draft Public Materials: Proposed Scenarios	
6D	Final Public Materials: Proposed Scenarios	

6E	PAC #3	
6F	Public Event #1	
6G	Webtool #1	
6H	Comment Report #1	
6I	Revised Performance Measures	
6J	PAC #4	
7	Evaluate Refined Scenarios and Select a Preferred Scenario	89,910
7A	Draft Proposed Scenarios Assessment Report	
7B	Final Proposed Scenarios Assessment Report	
7C	Public Materials: Proposed Scenarios Assessment	
7D	Preferred Scenario Report	
7E	PAC #5	
7F	PAC #6	
7G	Webtool #2	
7H	Comment Report #2	
8	Evaluate Transportation Effects of Preferred Scenario	61,170
8A	Draft Traffic Analysis Report	
8B	Final Traffic Analysis	
8C	Draft Illustrative Capital Improvement Projects & Programs Report	
8D	Final Illustrative Capital Improvement Projects & Programs Report	
8E	Public Materials: Transportation Investments	
8F	PAC #7	
8G	Public Event #2: Transportation Investments	
8H	Webtool #3: Transportation Investments	
8I	Comment Report #3	
9	Summary of Project Process and Recommendations	24,320
9A	Draft Final Report	
9B	Final Report	
9C	Public Materials: Final Report	
9D	PAC #8	
9E	Planning Commission Update #4	
	TOTAL Non-Contingency	357,500

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 357,500
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4B-13 Gilliam County TSP Update

Gilliam County (County) last updated its Transportation System Plan (TSP) in 1999. This Project is a comprehensive update that will ensure that the transportation system supports the economic and community goals of the County. Updated TSP will support the County's implementation of its Comprehensive Plan by developing a transportation system for all modes that will support the planned residential, commercial and industrial growth. Updated TSP will also provide an updated priority project lists costs and a funding plan. Updated TSP must be in compliance with Statewide Planning Goal 12, the Transportation Planning Rule (TPR), and the Oregon Highway Plan.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 10,870
1.A	Kickoff Meeting Conference Call	
1.C	Teleconferences (6, including prep/minutes)	
1.D	Project Website	
1.E	Refined Project Schedule	
2	Plans and Policy Review	\$ 8,350
2A	Draft Tech Memo #1	
2B	Methodology Memorandum	
2C	Draft Tech Memo #2	
2D	Final Tech Memo #1	
2E	Final Tech Memo #2	
3	Transportation System Inventory and Existing Conditions	\$ 29,540
3A	Draft Tech Memo #3	
3B	Meeting Mailer #1	
3C	Virtual Open Houses #1	
3D	TAC/PAC Meeting #1	
3E	Public Project Presentation #1	
3F	Final Tech Memo #3	
4	Future Conditions Analysis	\$ 7,590
4A	Draft Tech Memo #4	
4B	Final Tech Memo #4	
5	Development and Analysis of Alternatives	\$ 28,030
5A	Draft Tech Memo #5	
5B	Meeting Mailer #2	
5C	Virtual Open Houses #2	
5D	TAC/PAC Meeting #2	
5E	Public Project Presentation #2	
5F	Final Tech Memo #5	

6	Identification of Preferred and Cost-Constrained Alternatives	\$ 13,570
6A	Draft Tech Memo #6	
6B	TAC/PAC Meeting #3	
6C	Final Tech Memo #6	
7	Draft Updated TSP, Implementing Ordinances and Findings	\$ 21,950
7A	Draft Updated TSP	
7B	Draft Implementing Ordinances for City of Arlington	
7C	Draft Implementing Ordinances for City of Condon	
7D	Draft Implementing Ordinances for Gilliam County	
7E	TAC/PAC Meeting #4	
7F	Final Updated TSP	
7G	Final Implementing Ordinances and Final Findings	
8	Adoption	\$ 10,050
8A	One Joint City and Gilliam County Planning Commission Hearing	
8B	One Joint City Council and Gilliam County Board of Commissioners Hearing	
8C	Final Updated TSP and Final Implementing Ordinances	
	TOTAL Non-Contingency	129,950

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 129,950
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5A-13 Weston Updated TSP

The purpose of the Project is to update the 2001 Transportation System Plan (TSP) to assure the City of Weston (City) has adequate planned transportation facilities to support land use planning over the next 20 years. The Updated TSP will maximize cooperative partnerships and efficiency of investments for transportation improvements.

The focus of the Updated TSP is to refine a mix of multi-modal enhancements along the Water Street corridor, the Pine Creek greenway, safe routes to school, and regional bike connections to enable the community to move forward with implementing improvements. The Project will build upon the City's previous planning efforts to accommodate infill development, multi-modal facilities and enhance connections to commercial and industrial districts as well as surrounding natural and cultural resources.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Reconnaissance Kick-off	\$ 23,950
1.1	PMT Meeting #1: Project Initiation Conference	
1.5	Youth Workshops	
1.7	CAC Meeting #1: Water Street Walking Tour	
1.8	Stakeholder Meetings	
1.9	Public Survey Technical Memorandum	
2	Model & Land Use Analysis	\$ 54,700
2.1	Updated Inventory Maps	
2.2	Infill Map	
2.3	Opportunities and Constraints Technical Report	
2.4	Cursory Environmental Assessment	
2.5	CAC Meeting #2	
2.7	Town Hall Meeting, Flier and Media Notice	
2.8	Youth Workshops and workshops summary	
3	Designs	\$ 52,400
3.1	Partnership and Funding Memorandum	
3.2	Water Streetm Water Street Bridge and Plaza Design	
3.3	Greenway Footbridge and Park Access Graphics	
3.4	Gateway Treatment Graphics	
3.5	Street and Path Standards	
3.6	Economic and Health Impact Analysis	
3.7	Future Network Map with Regional Connections/Regional Connections Schematic Drawings	
3.8	Freight Stakeholder Packet	
3.9	CAC Meeting #3	
3.11	Open House, Flier and Media Notice	
2.13	PMT Meeting #3	
4	Draft Updated TSP and Code	\$ 22,400
4.1	Draft Updated TSP/Spanish TSP	
4.2	Draft Code Provisions and Comprehensive Plan Amendments	
4.3	35-Day Notice	

4.4	Legislative Findings and Ordinance Recommendation	
4.5	PMT Meeting #4	
4.7	Joint PC/CC Work Session	
5	Adoption	\$ 10,400
5.2	Hearings	
5.3	Final Updated TSP	
5.4	Final Code	
5.5	Adoption Notice	
	TOTAL Non-Contingency	163,850

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 163,850
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1A-12 Portland Division-Midway Neighborhood Street Plan

The purpose of the Division-Midway Neighborhood Street Plan project (“Project”) is to develop the Division-Midway Neighborhood Street Plan (“Street Plan”) to increase street connectivity and multimodal travel options within the study area shown in Figure 1 (“Study Area”). The Street Plan will define the primary active transportation routes, identify new opportunities for street system connections and apply the City of Portland’s (“City”) recently adopted set of residential “local street” standards. The Street Plan will also identify implementation methods for introducing new street and pathway connections and options for improving deficient local streets. The Street Plan will recommend amendments to the Transportation System Plan, including revisions to street classifications, master street plan and Transportation System Plan project lists. A set of local street improvement options with rough cost estimates will be developed at a concept level.

The Project provides an opportunity to apply new residential street standards to introduce more affordable and more sustainable ways of improving and maintaining low traffic local streets. These local street solutions were developed in part as the result of the Transportation and Growth Management Program (“TGM”) -funded Cully Commercial Corridor and Local Street Plan and the subsequent Street by Street Initiative.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Organization	\$ -
2	Baseline Conditions	\$ -
3	Opportunities and Constraints	\$ -
4	Developing and Evaluating Solutions	\$ -
5	Final Plan and Implementation	\$ -
TOTAL Non-Contingency		-

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		\$ -

TOTAL Non-Contingency + Contingency	\$ -
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1B-12 Portland Central City Multimodal Mixed-Use Area and Transportation Policies Project

The purpose of this project is to establish a Multimodal Mixed Use Area (MMA), as allowed in the Transportation Planning Rule (TPR), OAR 660-012-0060(10), in the NW, SW, and SE Quadrants of Portland’s Central City. An MMA is intended, by definition, to be an area that has an existing or planned mixed use high intensity development pattern and a balanced multimodal transportation system, both of which encourage walking, bicycling, and the use of public transportation. The Portland Central City already has most if not all of the development, transportation, and regulatory characteristics that define an MMA; this project will result in findings demonstrating consistency with the TPR MMA requirements. The primary advantage of establishing an MMA is that mobility or congestion standards will not apply to plan amendments within the MMA. Because the Central City includes multiple (11) interchanges on I-5, I-405, US30, I84, and US 26, the City must procure the consent of the Oregon Department of Transportation (ODOT) with the MMA designation. ODOT’s consent must consider safety for all modes on the highway main line and on- and off-ramps. This project includes a safety analysis and recommended improvements and management strategies to ensure safe motor vehicle, pedestrian, bicycle, and transit operations and continued consistency with the multimodal transportation characteristics of an MMA.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Technical Coordination Team (PMTCT) and MMA Assessment Review Committee	\$ -
2	Portland Central City MMA Assessment Report	\$ -
3	Multimodal Safety Analysis	\$ -
4	Safety and Access Solutions	\$ -
5	Portland/ODOT Transportation Safety and Traffic Management Agreement	\$ -
6	Portland Central City MMA Ordinance and Findings	\$ -
7	Adoption	\$ -
TOTAL Non-Contingency		-
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	\$ -
TOTAL Contingency		-
TOTAL Non-Contingency + Contingency		\$ -

1C-12 Sherwood TSP Update

The City of Sherwood (City) is undertaking this project to update its Transportation System Plan (TSP) to revise plans, policies, project lists and implementing ordinances to incorporate recently developed facility plans and adopted amendments, to identify new improvements for pedestrian, bicycle, transit and roadway facilities, and to address new requirements for local TSPs required in the updated Regional Transportation Plan (RTP) and its associated Regional Transportation Functional Plan (RTFP). The City's current TSP was adopted in 2005, and to date has had six amendments since adoption.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination	\$ 5,100
1.3	Organizational Meeting	
2	Existing Conditions, Plans, and Policies	\$ 27,850
2.1	Base Maps	
2.2	Plan and Policy Summary Report	
2.3	Planning Commission Briefing #1	
2.4	Existing Conditions Report	
2.5	TAC Meeting #1 and written summary	
2.6	CAC Meeting #1 and written summary	
3	Needs, Opportunities, Constraints, and Tools	\$ 31,050
3.1	Needs, Opportunities, Constraints, and Tools Report	
3.2	TAC Meeting #2	
3.3	CAC Meeting #2	
3.4	Open House #1	
4	Project Selection and Prioritization	\$ 24,559
4.1	Project Options Memo	
4.2	TAC Meeting #3	
4.3	CAC Meeting #3	
4.4	Open House #2	
4.5	Joint City Council/Planning Commission Work Session	
5	TSP Recommendations and Adoption	\$ 45,350
5.1	Draft TSP Update	
5.2	Draft Implementation Language	
5.3	TAC Meeting #4	
5.4	CAC Meeting #4	
5.5	Adoption Hearings	
5.6	Final TSP Update	
5.7	Final Implementation Language	
TOTAL Non-Contingency		133,900
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	
TOTAL Contingency		-
TOTAL Non-Contingency + Contingency		\$ 133,900

1D-12 Tigard Triangle Strategic Redevelopment Plan

The Tigard Triangle Strategic Redevelopment Plan will build upon work done for the Tigard HCT Land Use Plan by identifying specific policy changes and investment priorities needed to create and support mixed use development and HCT. Objectives not addressed in the Tigard HCT Land Use Plan, which this Project aims to achieve, are to:

Identify and consider barriers or constraints to station community development, such as topography, infrastructure capacity and availability, physical features such as highways and creeks, etc.

Develop a connectivity plan that considers constraints and alternative designs to improve multi-modal circulation within the Tigard Triangle and bicycle/pedestrian access to adjacent areas

Recommend detailed land use and transportation plans showing appropriate densities, mix of uses, and public infrastructure that are supported by public and technical stakeholders

Develop implementation recommendations for policy, zoning and code changes (including parking and urban design), financing strategies, potential Multimodal Mixed-use Area (MMA) and/or Town Center designations, and incentives to overcome identified barriers

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Public Involvement and Interagency Coordination	\$ -
2	Existing Conditions	\$ 19,000
G	Expert Interviews	
H	Existing Conditions Report	
I	TAC Meeting #1	
J	CAC Meeting #1	
3	Needs, Opportunities, Constraints, and Tools Analysis	\$ 33,300
N	Needs, Opportunities, Constraints, and Tools Memo	
O	TAC Meeting #2	
P	CAC Meeting #2	
Q	Public Meeting #1	
4	Options Development	\$ 51,500
T	Land Use Options	
U	Infrastructure System Options	
V	TAC Meeting #3	
W	CAC Meeting #3	
5	Options Evaluation	\$ 54,400
CC	Development Feasibility Analysis Report	
DD	Options Evaluation Report	
EE	CAC Meeting #4a	
FF	TAC Meeting #4	
GG	CAC Meeting #4b	
HH	Public Meeting #2	
6	Final Recommended Plan and Implementation Measures	\$ 29,900
KK	Transportation Sensitivity Analysis	
LL	MMA Transportation Analysis and Recommendations Report	
MM	Implementation Package	
NN	TAC Meeting #5	
OO	CAC Meeting #5	
	TOTAL Non-Contingency	\$ 188,100

1D-12 Tigard Triangle Strategic Redevelopment Plan

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 188,100
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1E-12 Clackamas County Active Transportation Plan

This Project will result in designated Principal Active Transportation (PAT) Routes identifying bicycle and pedestrian routes that link major destinations, cities and other communities within Clackamas County (County). It is anticipated that PAT Routes will include 8-12 key routes or “active transportation corridors.” PAT Routes will be distinguished from the Transportation System Plan (TSP) bicycle and pedestrian routes due their unique role in linking destinations that have County-wide significance. Major destinations include cities, regional centers, town centers, rural communities, major employment centers, Light Rail Transit stations, major transit stops, schools and parks in the County. Due to the rural nature of the County, the Project will also document existing and planned public trails and trailheads including multi-use trails that allow for equestrians.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start and Stakeholder Involvement	\$ 8,300
1.a	Project Schedule	
1.b	Project Template	
1.c	Project Website	
1.d	PAT Corridor Selection Criteria	
1.e	PMT Meeting #1	
2	Facility Design	\$ 14,650
2.a	Draft PAT Facility Type Report	
2.b	PMT Meeting #2	
2.c	TAC Meeting #1	
2.d	Final Draft Facility Type Report	
2.e	PAC Meeting #1	
3	Draft Principal Active Transportation Corridors	\$ 7,500
3.a	Draft PAT Worksession	
3.b	Virtual Open House	
3.c	Refined PAT Corridor Map - four hours consultation	
3.d	PAT Corridor Evaluation	
4	Refine Corridors and Identify Segment Needs	\$ 16,500
4.a	PAT Corridor Infrastructure Needs Report	
4.b	Cost Estimates of PAT Corridor Improvements	
5	Draft and Recommended ATP	\$ 12,750
5.a	Draft ATP	
5.b	Joint PAC/TAC Meeting	
5.c	Recommended ATP	
5.d	Online ATP	
	TOTAL Non-Contingency	\$ 59,700
CONTINGENCY TASKS/DELIVERABLES		
4	Contingent Products	\$ 1,000
	Contingency Meeting	
	TOTAL Contingency	1,000
TOTAL Non-Contingency + Contingency		\$ 60,700

1F-12 Washington County Multi-Modal Performance Measures and Standards

This Project is to develop multimodal transportation performance measures and standards that will be applied to decision-making in transportation system and corridor planning, project prioritization, project design, and land use development application review, in a manner that is responsive to the land use context in which the decision is being made.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management	\$ 10,680
1.1	PMT Kick-off Meeting	
1.2	Refined Schedule	
1.3	PMT Phone Meetings (10)	
1.4	Public and Stakeholder Involvement Approach	
2	Baseline and Forecast Conditions and Opportunities & Constraints	\$ 15,010
2.1	Potential Performance Measures Memorandum	
2.2	TAC Workshop	
2.3	Task 3 Methodology Memorandum	
3	Corridor Level and Land Use Context Testing	\$ 42,235
3.1	Performance Evaluation Worksession and Preparations	
3.2	Performance Evaluation Documentation	
3.3a	TAC Workshop 1	
3.3b	TAC Workshop 2	
3.3c	PAC Workshop 1	
3.3d	Public Workshop 1	
3.3e	Public Workshop 2	
3.3f	Public Workshop 3	
3.4	Workshop Summary Report	
3.5	Testing Results Memorandum	
4	Project Report	\$ 13,075
4.1	Project Report	
4.3	TAC Meeting	
	TOTAL Non-Contingency	81,000
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 81,000

1G-12 Washington County Neighborhood Bikeway Plan

A recent inventory of bicycle and pedestrian facilities on urban arterials and collector roadways in Washington County ("County") indicated a lack of network connectivity. In addition a recent survey of citizens indicated a desire for improved walking and bicycle opportunities and safety. The County acknowledges the need to increase safety and accommodate bicyclists and walkers with a range of abilities and disabilities. This has resulted in a new mid-block crosswalk policy and bicycle facility design toolkit. In this time of constrained resources, we need to ensure that we are utilizing our existing system to meet our community needs. Existing local and neighborhood streets present an opportunity to meet these needs quickly and at a relative low cost. Moreover, many potential users prefer low stress facilities over major roadways that carry high volumes and/or high speeds of traffic. The Neighborhood Bikeway Plan will identify a connected network of low speed, low-traffic residential streets that offer alternatives to or complete gaps for cyclists and walkers on major streets. The Neighborhood Bikeway Plan will also identify tools and elements that make these routes more pleasant for people who live, walk, and bike on them and create a strategic process for implementation.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management and Public Involvement	\$ -
2	Needs, Opportunities, Constraints & Tools Memo	\$ 24,200
2.3	Neighborhood Bikeways Best Practices Presentation to TAC	
2.4	Needs, Opportunities, Constraints & Tools Memo	
2.5	TAC Meeting #1	
3	Draft Guidelines for Neighborhood Bikeway Treatments	\$ 14,300
3.1	Draft Guidelines for Neighborhood Bikeway Treatments	
3.5	Revised Guidelines for Neighborhood Bikeway Treatments	
TOTAL Non-Contingency		38,500

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
TOTAL Contingency		-

TOTAL Non-Contingency + Contingency	\$ 38,500
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2A-12 Amity TSP

The City of Amity (“City”) will focus on key transportation issues as part of the adoption of the elements of a Transportation System Plan (“TSP”) to

Identify and support the values of the community regarding transportation and land use

Address current and future transportation problems

Identify opportunities within the transportation system

Provide guidance and regulatory tools needed for the City to develop its transportation system through coordinated policies

The Project is expected to result in adoption of the City’s first TSP for the City, as well as implementing ordinances within the local land use code. The applicable sections of the TSP must comply with the Transportation Planning Rule (“TPR”) - Oregon Administrative Rule 660-012-0015 - and be consistent with other relevant Yamhill County and State plans.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Startup	\$ 2,840
1.3	Background Information	
1.4	Project Schedule	
2	Document Review, Inventories and Audit	\$ 8,390
2.1	System Inventories	
2.2	Draft Audit and Plan and Policy Review	
2.3	PAC Meeting #1	
2.4	Revised Audit and Plan and Policy Review	
2.5	City Website	
3	Existing and Future Conditions	\$ 15,540
3.1	Draft Tech Memo #1 – Existing and Future Conditions	
3.2	TAC Meeting #1	
3.3	Community Newsletter	
3.4	Revised Tech Memo #1	
3.5	City Website Update	
4	Develop and Evaluate Alternatives	\$ 22,530
4.1	Community Workshop #1	
4.2	Draft Tech Memo #2 – Transportation System Alternatives	
4.3	TAC Meeting #2 and PAC Meeting #2	
4.4	Revised Tech Memo #2:	
4.6	City Website Update	
5	Recommended Alternative	\$ 24,390
5.1	Draft Tech Memo #3 – Recommended Alternative	
5.2	Draft Tech Memo #4 - Transportation Improvement Program and Transportation Financing Program	
5.3	TAC Meeting #3 and PAC Meeting #3	
5.5	Community Workshop #2	

5.6	TAC Meeting #4	
5.7	Revised Tech Memo #3	
5.8	Revised Tech Memo #4	
5.9	City Website Update	
6	Draft Policy and Code Amendments	\$ 3,500
6.1	Draft Policy and Code Amendments	
6.2	TAC Meeting #5 and PAC Meeting #4	
6.5	City Website Update	
7	Draft TSP and Adoption Process	\$ 10,410
7.1	Draft TSP	
7.2	Revised TSP	
7.11	Final TSP and Final Policy and Code Amendments	
	TOTAL Non-Contingency	87,600

CONTINGENCY TASKS/DELIVERABLES		
8	Contingent Project Meetings	\$ 2,010
8.1	Contingent: PAC or Other Project Meeting	
	TOTAL Contingency	2,010

TOTAL Non-Contingency + Contingency		\$ 89,610
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2B-12 Cottage Grove Main Street Refinement Plan

The purpose of the Main Street Refinement Plan Project is to enhance multi-modal opportunities, accessibility and historic character of Downtown Cottage Grove through roadway improvements and streetscape improvements on Main Street and adjoining side streets.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 20,800
1.A	Project Kickoff Meeting	
1.C	Draft Memo #1: Plan and Policy Review	
1.D	Project Website	
1.E	Initial Public Outreach	
1.F	PAC Meeting #1	
2	Existing Conditions	\$ 15,600
2.A	Draft Memo #2: Existing Conditions	
2.B	PAC Meeting #2	
2.C	Revised Memo #1: Plan and Policy Review	
2.D	Revised Memo #2: Existing Conditions	
3	Alternatives Development	\$ 16,000
3A	Draft Memo #3: Streetscape Concepts	
3B	PAC Meeting #3	
3C	Revised Memo #3: Conceptual Alternatives Development	
4	Public Event #1	\$ 13,200
4A	Publicity for Public Event #1	
4B	Presentation Material for Public Event #1	
4C	Public Event #1	
5	Main Street Design Alternatives	\$ 21,100
5A	Draft Memo #4: Detailed Roadway Design and Streetscape Alternatives	
5B	PAC Meeting #4	
5C	Revised Memo #4: Detailed Roadway Design and Streetscape Alternatives	
6	Public Event #2	\$ 14,100
6A	Publicity for Public Event #2	
6C	Presentation Material for Public Event #2	
6D	Public Event #2	
7	Preferred Design and Implementation	25,200
7A	Draft Memo #5: Preferred Roadway and Streetscape Design	
7B	Draft Memo #6: Funding and Implementation	
7C	Draft Memo #7: Plan Amendments	
7D	Draft Memo #8: Code Amendments	
7E	PAC Meeting #5	

8	Public Event #3	\$ 15,000
8A	Publicity for Public Event #3	
8B	Presentation Material for Public Event #3	
8C	Public Event #3	
8D	Revised Memo #5: Preferred Roadway and Streetscape Design	
8E	Revised Memo #6: Funding and Implementation	
8F	Revised Memo #7: Plan Amendments	
8G	Revised Memo #8: Code Amendments	
9	Main Street Refinement Plan and Adoption	\$ 23,300
9A	Draft Main Street Refinement Plan	
9B	Planning Commission Hearing	
9C	Adoption Draft Main Street Refinement Plan	
9D	City Council Hearing	
9E	Final Draft Main Street Refinement Plan	
	TOTAL Non-Contingency	164,300
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 164,300

2C-12 Springfield Main Street Corridor Vision Plan

The purpose of the City of Springfield's (the "City") Main Street Corridor Vision Plan project is to engage citizens and stakeholders in a community visioning process that results in a Vision Plan that describes desired future conditions in the Main Street/Oregon Highway 126B corridor and identifies strategies for implementing that vision. The Main Street Corridor Vision Plan will guide subsequent updates to the City's Comprehensive Plan, Transportation System Plan, Development Code, and economic development actions.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Reconnaissance and Kickoff	\$ 38,800
1A	Project Kickoff Meeting/Background Data	
1B	Initial Project Outreach/Interested Parties List	
1C	Stakeholder Outreach Meetings #1	
1D	Stakeholder Outreach Meetings #2	
1E	Draft Memorandum #1: Public Involvement Strategy	
1F	Committee for Citizen Involvement Presentation	
1G	Vision to Action Workshop	
1H	Revised Memorandum #1	
1I	Project Website	
2	Existing and Forecast Conditions	\$ 48,800
2A	Draft Memorandum #2: Existing Conditions, Opportunities and Constraints	
2B	Publicity for Public Event #1	
2C	Presentation Material for Public Event #1	
2D	Public Event #1	
2E	Revised Memorandum #2	
3	Identify Potential Vision Statements and Goals	\$ 28,800
3A	Memorandum #3: Draft Vision, Goals, and Opportunities	
3B	Stakeholder Outreach Meetings #3	
3C	Publicity for Public Event #2	
3D	Presentation Material for Public Event #2	
3E	Public Event #2	
4	Vision and Goal Implementation Strategies	\$ 45,000
4A	Draft Memorandum #4: Preliminary Strategies and Actions	
4B	Stakeholder Outreach Meetings #4	
4C	Publicity for Public Event #3	
4D	Presentation Material for Public Event #3	
4E	Public Event #3	
4F	Revised Memorandum #4	
5	Main Street Corridor Vision Plan	\$ 47,100
5A	Preliminary Draft Main Street Corridor Vision Plan	
5B	Stakeholder Outreach Meetings #5	

5C	Draft Main Street Corridor Vision Plan	
5D	Planning Commission Work Session	
5E	City Council Work Session #1	
5F	Planning Commission Hearing Draft Main Street Corridor Vision Plan	
5G	Planning Commission Public Hearing	
5H	City Council Work Session #2	
5I	Adoption Draft Main Street Corridor Vision Plan	
5J	City Council Public Hearing	
5K	Final Main Street Land Use and Transportation Vision Plan	
5L	Title VI Report	
TOTAL Non-Contingency		208,500

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	
TOTAL Contingency		-

TOTAL Non-Contingency + Contingency		\$ 208,500
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2D-12 St. Helens US 30 & Columbia Blvd/St. Helens Street Corridor Master Plan

The purpose of the Corridor Master Plan is to create plans of the US 30 and Columbia Blvd. / St. Helens Street corridors reflecting the community's vision of how these areas should appear and function, and to determine how the plans can be implemented. The Corridor Master Plan must be adopted as an addendum to the TSP and Comprehensive Plan along with other necessary amendments to the Development Code to guide how the City develops and how the funds for identified capital improvements are allocated.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up & Management	\$ 10,810
1A	Project Area GIS	
1B	PMT Meeting #1	
1C	Project Schedule	
1D	Project Area Map	
1E	Project Web Page	
2	Citizen, Public & Agency Involvement & Project Kick-Off	\$ 10,610
2A	Draft Technical Memo #1	
2B	Property and Business Owner Meeting #1	
2C	CAC Meeting # 1	
2D	Project Area Tour	
3	Develop Project Vision & Goals & Guiding Principles	\$ 5,520
3A	CC Vision Meeting	
3B	Draft Vision and Goals and Guiding Principles	
3C	Revised Draft Vision and Goals and Guiding Principles	
4	Existing Conditions, Opportunities & Constraints	\$ 48,610
4A	Draft Technical Memo #2	
4B	Draft Technical Memo #3	
4C	Draft Technical Memo #4	
4D	Draft Technical Memo #5	
4E	TAC Meeting #1	
4F	CAC Meeting # 2	
4G	Property and Business Owner Meetings #2	
4H	Joint PC Work Session and Public Meeting # 1	
4I	Final Technical Memos #1, #2, #3, #4 & #5	
4J	Project Web Page Update	
5	Draft Corridor Master Plan Design Options & Implementation Strategy	\$ 33,170
5A	Draft Corridor Master Plan Design Options	
5B	Joint TAC Meeting #2 and CAC Meeting #3	
5C	Property and Business Owner Meetings #3	
5D	Joint PC Work Session and Public Meeting # 2	
5E	Project Web Page Update	

6	Corridor Master Plan Design Option Evaluation	\$ 41,090
6A	PMT Meeting #2	
6B	Draft Corridor Master Plan Design Options and Evaluation Report	
6C	Joint TAC Meeting #3 and CAC Meeting #4	
6D	Joint PC Work Session and Public Meeting #3	
6E	Final Corridor Master Plan Design Options and Evaluation Report and Visual Simulations	
6F	Project Web Page Update	
7	Refinement of Corridor Master Plan, Implementation Report & Access Management Element	\$ 23,440
7A	PMT Meeting #3	
7B	Draft Implementing Policies and Ordinances	
7C	Draft Access Management Element	
7D	Joint TAC Meeting #4 and CAC Meeting #5	
7E	Draft Corridor Master Plan	
7F	Project Web Page Update	
8	Adoption	\$ 17,870
8A	Joint PC and CC Work Session	
8B	Adoption Draft Corridor Master Plan	
8C	Adoption Draft Implementing Policies and Ordinances	
8D	PC Public Hearing	
8E	CC Public Hearing	
8F	Final Corridor Master Plan	
8G	Final Implementing Policies and Ordinances	
8H	Title VI Report	
8I	Project Web Page Update	
	TOTAL Non-Contingency	191,200
CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
	TOTAL Contingency	-
TOTAL Non-Contingency + Contingency		\$ 191,200

3A-12 City of Brookings TSP

In 2002, the City of Brookings (City) adopted their Transportation System Plan (TSP) as the Transportation Element of the City's Comprehensive Plan. The 2002 TSP established a plan for transportation facilities and services to meet local, regional, and state needs and provided direction for allocation of resources to various types of transportation projects.

Since the adoption of the 2002 TSP, the City has experienced many changes:

the 2002 TSP provided data for future facilities only through 2017, and most of the recommended street system projects have been completed or are no longer appropriate,

several studies and code revisions have occurred that must be incorporated into an updated TSP, large-scale developments have occurred, including Southwestern Oregon Community College campus; Curry General Hospital medical facility; and a new Bi-Mart store,

City has adopted a Bicycle Master Plan, outpacing the 2002 TSP.

City has been awarded a Safe Routes to Schools grant to construct facilities near the elementary school, however many segments connecting the school to nearby residential areas are missing.

Other issues call for a TSP update. A potential expansion of the airport may impact the intersection of Parkview Drive and US 101. US 101 serves as the City's main street, but a lack of bicycle and pedestrian amenities render US 101 problematic for those movements. Further, Railroad Street has the potential to serve as a parallel alternative to US 101, relieving congestion and improving safety on the state facility.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	PROJECT MANAGEMENT	\$ 12,130
1.1B	Project Management Teleconferences	
1.1C	Schedule	
2	POLICY BACKGROUND, GOAL SETTING & EXISTING CONDITIONS	\$ 60,600
2.1	Draft TM #1	
2.2	Methodology Memorandum	
2.3	Draft TM #2	
2.4	Draft TM #3	
2.5	Revised TM #1, TM #2 & TM #3	
3	FUTURE BASELINE (NO BUILD) CONDITIONS AND EXISTING & FUTURE DEFICIENCIES	\$ 48,800
3.1	Draft TM #4	
3.2	Draft TM #5	
3.3	TAC Meeting #1	
3.4	CAC Meeting #1	
3.5	Public Meeting #1 & Joint City Council/Planning Commission Workshop	
3.6	Revised TM #4 & TM #5	
4	ALTERNATIVES EVALUATION	\$ 43,450
4.1	Draft TM #6	
4.2	TAC Meeting #2	
4.3	CAC Meeting #2	
4.4	Public Meeting #2	

5	PREFERRED SYSTEM PLAN	\$ 12,000
5.1	Prioritized Project list	
6	UPDATED TSP PREPARATION	\$ 48,650
6.1	Draft Implementing Ordinances & Code Changes	
6.2	Draft Updated TSP	
6.3	TAC Meeting #3	
6.4	CAC Meeting #3	
6.5	Joint Planning Commission / City Council Workshop	
6.6	Adoption Draft Implementing Ordinances 7 Code Changes & Adoption Draft Updated TSP	
TOTAL Non-Contingency		\$ 225,630

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK NAME 1	
TOTAL Contingency		\$ -

TOTAL Non-Contingency + Contingency	\$ 225,630
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3B-12 RVCOG Cave Junction TSP Update

In 2001, the City of Cave Junction (City) adopted a Transportation System Plan (TSP) as the Transportation Element of the Cave Junction Comprehensive Plan. Since the adoption of the 2001 TSP, Cave Junction has experienced a building boom that has changed local conditions and created a need to re-address transportation issues and goals before reaching the 2001 TSP's horizon year of 2021. The Project will:

- update the population forecast adopted by City and Josephine County (County) in 2007. The estimated 2015 population of 1,755 was exceeded in 2011 (actual population of 1,885).
- review and revise the location of planned facilities, in addition to public transportation services and street network classifications. The 2001 TSP predicted commercial and residential growth in the northeast and northwest sections, but residential growth also occurred in the southwest section. This has resulted in a disparity between the locations of planned facilities, services and street connectivity
- completing the planning review needed to comply with the changes and updates to the Transportation Planning Rule meet State goals to create "Safe Routes to School"
- identify deficiencies and problematic areas hindering economic revitalization
- identify active transportation alternatives to help reduce transportation related emissions contributing to climate change
- as well as updating the TSP sections including, but not limited to: the road plan, public transportation plan, bicycle and pedestrian plan
- consider street system functional classification updates, environmental justice, consistency between adopted state, County, and City TSPs, land use changes, and changes to data sources

The final Updated TSP must comply with the Oregon Highway Plan and applicable modal plans, Highway Design Manual, Oregon Administrative Rule (OAR) chapter 734 division 051, the Transportation Planning Rule and all other applicable laws, rules, and regulations.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Management & Public Involvement	\$ -
2	Policy Backgrounds & Existing Conditions	\$ 15,250
2A	Appendix B - Methodology Memo	
2B	Draft TM #3	
2C	Revised TM #3	
3	Future Baseline (No Build) Conditions	\$ 15,200
3A	Draft TM #4	
3B	Draft TM #5	
3C	Revised TM #4	
3D	Revised TM #5	
4	Alternatives Evaluation	\$ 43,600
4A	Draft TM #6	
4B	Draft Transportation Funding Forecast	
4C	Draft Evaluation Matrix	
4D	TAC&CAC Meeting #3	
4E	Public Meeting #2	
4F	Revised TM #6	
4G	Revised Transportation Funding Forecast	
4H	Revised Evaluation Matrix	

5	Preferred System Plan	\$ 7,600
5A	Draft Project Prospectus Sheets	
5B	Revised Project Prospectus Sheets	
6	TSP Preparation	\$ -
7	Adoption	\$ -
	TOTAL Non-Contingency	81,650

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency	\$ 81,650
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4A-12 Bend Central District Multi-Modal Mixed Use Area

The Bend Central District Multimodal Mixed-Use Area will build upon work previously completed for the Central Area Plan (CAP) and focus specifically within an area along the 3rd Street corridor referred to in this WOC as the Bend Central District (BCD). The Project seeks to review and modify the transportation options identified in the 2007 CAP to establish goals and objectives for a multi-modal transportation system that will serve future needs and provide for improved connectivity, safe access and mobility. The Project will establish a boundary for the MMA. The Project will include the preparation by Consultant of a draft General Plan (comprehensive plan), Transportation System Plan (TSP), and Development Code amendments that will entitle the BCD for future land use implementation and redevelopment as an MMA

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up	\$ 23,900
1A	PT Roster and Confirmation of Interest	
1B	Public Involvement and Marketing Plan	
1C	Project Web site	
1D	Working Schedule	
1E	PMT and Consultant Kick-Off	
1F	PMT Conference Call Meetings (Up to 12 @ \$425 each)	
1G	PT/TAC Meeting #1	
2	Educate the PT and General Public	\$ 8,100
2A	Public Workshop	
2B	Workshop Summary	
2C	Stakeholder Interviews and Summary	
3	Alternatives Analysis	\$ 65,300
3A	Tech Memo #1	
3B	Tech Memo #2	
3C	Tech Memo #3	
3D	Tech Memo #4	
3E	Tech Memo #5	
3F	PT/TAC Meeting #2	
3G	Tech Memo #6	
3H	Tech Memo #7	
4	Review & Summary of Alternatives	\$ 16,100
4A	Public Meeting #2	
4B	PT Meeting #3	
4C	Tech Memo #8	
5	Draft MMA Plan	\$ 31,700
5A	Draft MMA Boundary Map and Assessment/Tech Memo #9	
5B	Draft MMA Plan and Tech Memo #10	
5C	PT Meeting #4	

6	Draft General Plan, TSP, and Development Code Amendments	\$ 10,950
6A	Draft General Plan, TSP and Development Code Amendments	
6B	PT Meeting #5	
7	Preferred Alternative Plan	\$ 19,550
7A	Preferred Alternative MMA Boundary Map	
7B	Preferred Alternative MMA Plan	
7C	Final Draft General Plan, TSP and Development Code Amendments	
7D	PT Meeting #6	
7E	Public Meeting #3	
7F	Preliminary Final Draft MMA Boundary Map	
7G	Preliminary Final Draft MMA Plan	
7H	Preliminary Final Draft General Plan, TSP and Development Code Amendments	
	TOTAL Non-Contingency	175,610
CONTINGENCY TASKS/DELIVERABLES		
8	Contingent Project Meetings	\$ 1,690
	Up to two Contingent Project Updates	
	TOTAL Contingency	1,690
TOTAL Non-Contingency + Contingency		\$ 177,300

5A-12 Irrigon Bicycle, Pedestrian and Transit TSP Update

The Irrigon Bicycle, Pedestrian and Transit Transportation System Plan (TSP) Update is intended to provide convenient and safe non-motorized transportation options within the community. This Project will develop a plan and funding strategy that identifies well designed access points, green streets, safe routes to school, transit facilities, connectivity to the Columbia River Heritage Trail, and a bicycling and walking low stress network.

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Start-Up & Management	\$ 10,200
1.1	PMT Meeting #1 and meeting summary	
1.4	Stakeholder Meetings	
1.7	Bicycle Tour and Tour Summary	
1.8	Youth Workshops and Summary	
2	Opportunities & Constraints	\$ 19,700
2.1	Technical Standards Memorandum	
2.2	Existing Bicycle/Pedestrian/Transit Inventory Maps	
2.3	Opportunities & Constraints Memorandum	
2.4	Partnership and Funding Memorandum	
2.5	TAC Meeting and Meeting Summary	
3	Draft Plan Outreach	\$ 20,350
3.1	Wyoming Avenue & Columbia River Heritage Trail Graphics	
3.2	Street and Path Standards	
3.3	Future Bicycle/Pedestrian/Transit Map	
3.6	Town Hall Meeting and meeting summary	
3.7	Freight Stakeholder Packet	
3.8	PMT Meeting #2 and meeting summary	
4	Master Plan	\$ 22,950
4.1	Draft Bicycle, Pedestrian, and Transit Plan	
4.2	Draft Code Provisions & Comprehensive Plan Amendments	
4.4	Findings of Fact and Ordinance Recommendation	
4.5	PMT Meeting #3 and meeting summary	
4.7	Joint PC/CC Work Session and meeting summary	
5	Adoption	\$ 13,400
5.2	PC Hearing	
5.3	CC Hearing	
5.4	Final Maps	
5.5	Final Bicycle, Pedestrian and Transit Plan	
5.6	Final Code	
TOTAL Non-Contingency		86,600

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 86,600
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5B-12 Union TSP and Goal 12 Update

The Project is to update the Transportation System Plan (TSP) to assure the City of Union (City) has adequate planned transportation facilities to support land use planning over the next 20 years. The Updated TSP will provide certainty and predictability for new streets, highway improvements, and other planned bike, pedestrian and public transportation enhancements. The Updated TSP will maximize cooperative partnerships and efficiency of investments for transportation projects citywide.

The Project will support the goals and objectives of Statewide Planning Goal 12, reduce conflicts between travel modes, and encourage transportation choices. The Updated TSP will include identification of off-street connections and pathways, and adequate implementing ordinances, zoning, subdivision, and development code requirements. City will adopt an Updated TSP in compliance with the Transportation Planning Rule (TPR) Oregon Administrative Rule 660-012-0020(2).

NON-CONTINGENCY TASKS/DELIVERABLES		Consultant Costs
1	Project Kick-Off/Reconnaissance	\$ 15,850
1.1	PMT Meeting #1 and meeting summary	
1.5	Biking Tour and TAC Meeting #1 and meeting summary	
1.6	Stakeholder Meetings and meeting summary	
2	Existing/Future Conditions Analysis	\$ 37,450
2.1	Updated TSP Inventory Maps	
2.2	Existing and Future Conditions Technical Report	
2.3	Partnership and Funding Memorandum	
2.4	TAC Meeting #2 and meeting summary	
2.5	Youth Workshops and workshops summary	
3	Opportunities and Constraints Outreach	\$ 29,500
3.1a	Local Street Network and Corridor Analysis Technical Report	
3.1b	Trail Maps and Graphics	
3.2	Street and Path Standards	
3.3	Freight Stakeholder Packet	
3.5	PMT Meeting #2/TAC Meeting #3 and meeting summary	
3.6	Community Open House and open house summary	
3.7	PMT Meeting #3 and meeting summary	
4	Master Plan	\$ 8,150
4.5	PMT Meeting #3 and meeting summary	
4.7	Joint PC/CC Work Session and meeting summary	
5	Master Plan and Code	\$ 31,700
5.1	Draft Updated TSP	
5.2	Code Provisions and Comprehensive Plan Amendments; Draft Legislative Findings	
5.3	Joint PC/CC Code Work Session #1	
5.5	Revised Findings of Fact and Ordinance Recommendation	
5.7	Joint PC/CC Updated TSP Work Session #2	

6	Adoption	\$ 9,050
6.2	Joint PC/CC Hearing	
6.3	Final Updated TSP	
6.4	Final Code	
	TOTAL Non-Contingency	131,700

CONTINGENCY TASKS/DELIVERABLES		
C1	CONTINGENCY TASK	\$ -
	TOTAL Contingency	-

TOTAL Non-Contingency + Contingency		\$ 131,700
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