
M E M O R A N D U M

DATE: August 13, 2009
TO: City Council Members
FROM: Russell Weeks
RE: Briefing: Resolutions Pertaining to the Planned Sugar House Street Car System
CC: Cindy Gust-Jenson, David Everitt, Frank Gray, D.J. Baxter, Tim Harpst, Wilf Sommerkorn, Gordon Hoskins, Jennifer Bruno, Gina Chamness, Kevin Young

This memorandum pertains to two resolutions intended to further construction of a proposed street car line that would run along a rail right of way owned by the Utah Transit Authority. The right of way runs south of 2100 South Street between UTA's Central Pointe TRAX station at about 250 West and Highland Drive (1100 East). The proposed line

One of the two proposed resolutions would amend Resolution 17 of 2009 regarding the Sugar House Transit Corridor Finance Plan pertaining to preliminary engineering and environmental analysis. The City Council adopted Resolution 17 on March 24. The other resolution would pledge up to \$2.5 million to fund one-half of local government matching funds for a potential federal government grant to build the light rail line. The City of South Salt Lake would pledge the other half of the match. The City of South Salt Lake is scheduled to consider the two resolutions at its August 26 meeting.

Options

- Adopt the proposed resolutions.
- Do not adopt the proposed resolutions.

Potential Motions

Ordinarily, Council staff would not prepare potential motions for issues originally scheduled only for a briefing. However, the Administration's transmittal anticipated that the City Council would consider action on the resolutions no later than September 1, 2009. The City Council has rescheduled its September 1 meeting to September 8. Given that, the Council agenda for August 18 lists consideration of the resolutions as a tentative item under New Business, so the Council may consider formally the following motions at its August 18 meeting if it chooses:

- I move that the City Council adopt a resolution approving the first amendment to the interlocal agreement regarding the Sugar House Transit Corridor Finance Plan, Preliminary Engineering and Environmental Analysis (Resolution 17 of 2009) and authorizing the Mayor to execute the resolution.

- I move that the City Council adopt the resolution pledging support to contribute one-half of the required local match up to \$2.5 million if the federal government awards TIGER Grant funding to build the Sugar House Streetcar System.
- I move that the City Council consider the next item on the agenda.

It should be noted that the Administration would like the City Council to adopt both resolutions because the resolutions work in tandem with each other. The first would help provide funds to prepare the application for the TIGER grant and an environmental assessment for the project. The second would show the City Council's support to seek the grant and provide a commitment to meeting Salt Lake City's share of the local match.

Key Points

- Salt Lake City is working with the City of South Salt Lake and with the support of the Utah Transit Authority to apply for \$35 million of TIGER Grant funding to build a streetcar line running from the Central Pointe TRAX Station to Highland Drive. The line would run on a railroad right of way at about 2300 South. UTA owns the right of way.
- The two cities would split the cost of an additional \$5 million in local matching funds if the federal government awards the grant. The cost of UTA's purchase of the right of way also may be included as part of local matching funds in the grant application.
- The Administration is requesting that the City Council appropriate about \$63,000 from the General Fund to cover the City's share of covering the cost of having consultants prepare a TIGER Grant application for the Sugar House streetcar project and the cost of preparing an environmental assessment for the project. The respective General Fund costs are \$21,974 to prepare the application and \$41,100 to prepare the environmental assessment. City Council staff has included the request in its staff report on the Capital Improvement Program. The Redevelopment Agency of Salt Lake City will contribute the same amounts to complete the City's total share of \$126,149, according to the Administration transmittal.
- One project consultant has noted that funds in the TIGER grant program will not be enough to award funds to every local government that submits an application, but based on the project's readiness and potential to help stimulate the economy, submitting an application might prove worthwhile. The consultant expected the federal government to reach decisions on applications in mid-February.


Background/Discussion

If built, the proposed Sugar House streetcar line would be a roughly 2-mile-long line with seven stations. The stations from west to east would be Central Point TRAX, State Street, 300 East, Kearns/St. Anne's School (450 East), 700 East, 900 East, and the Granite Block near Highland Drive. Streetcars would run every 15 minutes during peak hours and every 30 minutes before and after peak hours.

In July 2008 the City Council adopted a motion adopting the Sugar House Transit Corridor Alternatives Analysis as part of the City's transportation master plans. In March 2009 the City Council adopted Resolution 17 of 2009 authorizing Mayor Ralph Becker to sign an interlocal agreement among Salt Lake City, South Salt Lake and UTA to pay for a plan to finance construction of the streetcar line and for preliminary engineering and environmental analysis of the effects of the line.

While it has been the City's intent to pursue building the line, funding for the project was viewed as further in the future until officials became aware of the TIGER Grant program. The \$1.5 billion grant program was designed in part to stimulate economic activity through public construction projects and based on completed projects' potential to spur economic activity and development.

If the project is awarded a TIGER grant, the City would explore its options for paying its \$2.5 million share of local matching funds. Options might include funds from the Sugar House Redevelopment District, creating special assessment areas, or creating an area in which a portion of sales tax revenue is used to pay for the project.



David Everitt, Chief of Staff

CITY COUNCIL TRANSMITTAL

Date Received:



Date Sent to City Council: 08/03/2009

TO: Salt Lake City Council
Carlton Christensen, Chair

DATE: July 31, 2009

FROM: D.J. Baxter
Redevelopment Agency Director



SUBJECT: Sugar House Streetcar – Funding Needs

STAFF CONTACT: D.J. Baxter, at 801-535-7735 or dj.baxter@slcgov.com

ACTION REQUIRED: Appropriation of funds in CIP
Adoption of Resolution Amending Interlocal Agreement
Adoption of Resolution Regarding Local Construction Funding

DOCUMENT TYPE: Briefing and Resolutions

BUDGET IMPACT: General Fund: \$63,075
RDA: \$63,075
Total Salt Lake City: \$126,149

DISCUSSION:

Issue Origin:

Several recent developments have led to a need to greatly accelerate the Sugar House Streetcar project to take advantage of a unique funding opportunity. Our consulting team has nearly completed its financial analysis, which will conclude that the project probably cannot be built solely with local funds. At the same time, the Federal Stimulus program has created a source of transportation funds intended to be approved and spent very rapidly. The funds will be awarded through the "TIGER" grant program. The Sugar House Streetcar is a very strong contender for these funds, which we will ask to cover \$35 million of the project's \$40 million construction cost. To qualify for the TIGER funds, we must submit a very detailed and data-intensive application before September 15, 2009. Our grant application must contain a commitment, in the form of a resolution, from both city sponsors, to cover the local share of the

project's construction cost, approximately \$2.5 million each. We must also complete a federally-approved Environmental Assessment prior to February 2010.

UTA's contract with the consulting team permits the addition of these tasks to the scope of work, but did not originally include funding for these items. Therefore, if we are to submit a competitive application and complete the environmental work to qualify for the TIGER funds, Salt Lake City and South Salt Lake must each do the following:

1. Approve an amendment to our Interlocal Agreement with UTA authorizing the additional work and committing new funds to cover the additional consultant tasks.
2. Appropriate \$126,149 to cover each city's share of the additional consultant tasks.
3. Adopt a resolution committing \$2.5 million to cover the non-federal share of construction costs for the project.

To enable the timely completion of the TIGER grant application, funds need to be approved and the resolutions formally adopted no later than September 1, 2009.

Analysis:

1. TIGER Grant Application

The United States Department of Transportation recently announced the availability of \$1.5 billion in grants for surface transportation projects. The grants, under the label "Transportation Investment Generating Economic Recovery" (TIGER) are funded under the American Recovery and Reinvestment Act of 2009. As such, the funds will be awarded to projects that are able to begin construction very quickly, and be substantially completed by February 2012.

Within the TIGER program, we believe the Secretary of Transportation will carve out a separate category of funds specifically for urban streetcar projects. While there will undoubtedly be fierce competition for the broader TIGER funds, the Sugar House project may be one of only a handful nationally that are prepared to start construction quickly and otherwise qualified for these funds.

As federal funds, the TIGER grants trigger the requirement for environmental review under the National Environmental Policy Act (NEPA). But, unlike the New Starts federal funds typically used for rail transit projects, the TIGER funds do not require the rigid "Transportation System User Benefit" (TSUB) analysis that has made it virtually impossible for streetcars to qualify in the past. Rather, the TIGER funds will look more broadly at societal, environmental, economic and community benefits that can come from neighborhood-scale projects such as the Sugar House Streetcar. For these reasons, the Administration, UTA, and our consultants believe the Sugar House Streetcar stands a very good chance of receiving funds under the TIGER program.

The TIGER application will require detailed modeling and analysis of the Sugar House Streetcar project to quantify the various benefits the project can produce. These benefits include the reduction of congestion due to auto trips not taken, the potential to reduce vehicle miles

traveled and promote transit-based trips that also include walking or cycling, as well as the demonstrated potential for economic development and redevelopment along the line.

Our consulting team of HDR and Fehr & Peers has agreed to conduct this analysis and to prepare a high-quality, professionally produced application on behalf of UTA, Salt Lake City, and South Salt Lake. The work will need to occur in August and early September, resulting in some members of the consulting team working nearly full-time on this project for the coming six weeks. The team's budget for this work is \$131,845, which will be shared three ways among UTA, Salt Lake City, and South Salt Lake. Salt Lake City's 1/3 share will be \$43,948, to be shared between the City's General Fund or CIP and the Redevelopment Agency's Sugar House Project Area. For the 2009-2010 fiscal year, the RDA allocated funds for this project.

To formally authorize the completion of the TIGER application, Salt Lake City will need to adopt a resolution amending its Interlocal Agreement with South Salt Lake and UTA. This amendment will authorize UTA, acting on the cities' behalf, to execute a contract amendment with the consultants to complete this work for the designated price. A proposed resolution is attached, and will need to be adopted no later than the Council's September 1, 2009 meeting.

Salt Lake City, South Salt Lake, and UTA have agreed that our TIGER application will request \$35 million in construction funds for the project. This will leave approximately \$5 million to be covered with non-federal funds. While this is a relatively high federal share (approximately 87%), the low overall cost of the project will enable this request to be competitive. The grant application will, however, require a commitment to providing the non-federal project costs if the federal grant is awarded. The \$5 million in local funds would be shared evenly between Salt Lake City and South Salt Lake, at \$2.5 million each. The TIGER grant application will need to include a resolution from each city committing to provide these funds. A proposed resolution for this purpose is attached, and will need to be adopted no later than the Council's September 1, 2009 meeting.

2. Environmental Assessment

To qualify for federal funds of any kind, including those awarded under the TIGER grants, the Sugar House Streetcar project will need to conduct an Environmental Assessment, consistent with the requirements of NEPA. While the Alternatives Analysis completed in 2007 laid much of the foundation for this work, the current phase of the project sought first to determine whether federal funds would be needed. Having concluded that local funding mechanisms likely could not bear the full cost of constructing the line, the project team has decided it is appropriate to prepare the required environmental analysis to make the project eligible for federal dollars. The recent availability of the TIGER grants and our even more recent understanding of this project's strong eligibility for these funds have lent added urgency to the effort to prepare an environmental document.

HDR and Fehr & Peers have submitted a scope of work and budget for preparing an Environmental Assessment (EA) under the tight timeframes required for the TIGER grant. The work would need to begin immediately, and would have a draft ready to submit to the Federal Transit Administration by November 2009, in hopes of having an approved EA by February 2010. The consulting team's fee for this work will be \$246,602, to be shared equally by UTA,

South Salt Lake, and Salt Lake City. Salt Lake City's 1/3 share of the EA will be \$82,201, which can be further shared with the RDA at \$41,100 each.

To authorize the completion of the EA, each city will need to appropriate funds for the consulting fees and adopt a resolution amending our Interlocal Agreement with UTA. This amendment will authorize UTA, on the cities' behalf, to amend its consulting contract by adding the scope of work for the EA and authorizing the expenditure of additional funds for that work.

3. Potential Funding Sources

A portion of the Sugar House Streetcar line will be located within the Redevelopment Agency's Sugar House Project Area, making some of the expenses associated with the line eligible for RDA funds. Because a substantial majority of the Salt Lake City portion of the project lies outside the Sugar House Project Area, however, City funds are also needed to finance the project. The most viable source of City (non-RDA) funds for the additional consulting fees is the Capital Improvement Program.

The proposed Resolution to be included with the TIGER grant would commit Salt Lake City to fund the non-federal portion of construction, in partnership with South Salt Lake. If the project is awarded \$35 million, as will be requested, Salt Lake City's share of this local match will be \$2.5 million. While the proposed Resolution does commit the City to a particular source of funds, Council members may want to know that several options exist for covering this amount. They include the following:

- a. Tax-increment Financing.
During the remaining 5 years of its life, the existing Sugar House Redevelopment area can contribute some funds to the project. The project area budget anticipated approximately \$1,000,000 in "certain" funds available for allocation in FY 2009-2010. In addition, both the RDA and the streetcar consulting team have investigated the creation of new tax-increment areas that could, if implemented, help to fund the streetcar construction costs.
- b. Special Assessment Areas
The consultants' recently-completed financial analysis examines the possibility of special assessments on properties whose values are most likely to improve due to the presence of the streetcar. The most narrowly-drawn assessment area, focused only on those commercial properties (in both cities) immediately adjacent to the line, is able to produce a revenue stream capable of supporting a bond of \$1.3 million. Six years after the construction of the line, these properties could support a bond of \$2.9 million. A wider "benefit zone," including all types of properties for several blocks around the line, could add another \$2.1 million in bonding capacity from the outset, and six years after the construction of the line, could sustain \$3 million in bonding capacity.
- c. Sales Tax Increment Area
The financial analysis also calculated the potential value of a sales tax increment area (Sales Tax CDA) over the length of the corridor. It estimated that using just a

quarter of the incremental sales taxes could initially support \$400,000 in bonding capacity, and, after six years, could support \$3.28 million in bonding capacity.

d. Capital Improvement Program

Depending on the other capital improvement needs in Salt Lake City, the City's CIP fund could also contribute to the project, either on a one-time basis, or over time to help support debt service.

Given the large federal share being requested in the TIGER grant, Salt Lake City's share of the local match for this project is relatively small. A combination of the approaches listed above, or, in some cases, just one of these sources alone, could cover the \$2.5 million being committed by Salt Lake City for this project.

Recommendations:

1. Appropriate \$21,974 to cover the Salt Lake City General Fund share of the cost to prepare a TIGER grant application for the Sugar House Streetcar project.
2. Appropriate \$41,100 to cover the Salt Lake City General Fund share of the cost to prepare an Environmental Assessment for the Sugar House Streetcar project.
3. Approve a Resolution authorizing the Mayor to execute an amendment to Salt Lake City's Interlocal Agreement with UTA, which amendment would authorize the additional consultant tasks and commit Salt Lake City's added funding to cover the additional consultant tasks.
4. Adopt a resolution committing \$2.5 million to cover the non-federal share of construction costs for the project in the event the TIGER grant is awarded in the amount of \$35 million.

PUBLIC PROCESS:

On December 3, 2007, the Transportation Advisory Board heard a presentation regarding the Sugar House Alternatives Analysis. After hearing the presentation and discussing the issue, the Board unanimously passed a motion in support of the locally preferred alternative of a modern streetcar.

On February 13, 2008, the Planning Commission reviewed information submitted by UTA regarding the draft final Sugar House Transit study that contained the recommended Locally Preferred Alternative. A draft resolution supporting the recommended Locally Preferred Alternative was included for the Planning Commission's review. After discussing the project, the Planning Commission passed a motion to forward the Commission's support of the resolution to the City Council.

Because this proposed transit line will partially be located in South Salt Lake, the Locally Preferred Alternative was also presented to the South Salt Lake City Council. On January 23, 2008, the South Salt Lake City Council formally adopted the Locally Preferred Alternative. On July 22, 2008, the Salt Lake City Council passed Joint Resolution No. 33 of 2008, formally adopting the Locally Preferred Alternative.

RELEVANT ORDINANCES: None.

RESOLUTION NO. ____ of 2009

A Resolution Approving the First Amendment to the Inter-Local Agreement Regarding the Sugar House Transit Corridor Finance Plan, Preliminary Engineering and Environmental Analysis and Authorizing the Mayor to Execute the Same

WHEREAS, the City Council of Salt Lake City finds that the Utah Transit Authority, Salt Lake City and the City of South Salt Lake (“the Parties”) previously entered into the “Inter-Local Agreement Regarding the Sugar House Transit Corridor Finance Plan, Preliminary Engineering and Environmental Analysis Dated January 2009” (“the Agreement”); and

WHEREAS, the subject of the Agreement was cooperation in the financing, design and construction of a Sugar House Streetcar System (“the Project”); and

WHEREAS, pursuant to the Agreement, the Parties made initial financial contributions to pay the cost of a creating a finance plan and to complete certain preliminary engineering; and

WHEREAS, the Parties are now informed that the Project is eligible to compete for funding pursuant to a federal TIGER Grant program if prompt application is made and if the required federal environmental clearance process can be expedited; and

WHEREAS, the services required to complete the TIGER Grant application and to complete the necessary Environmental Analysis are beyond the scope of work presently budgeted pursuant to the Agreement; and

WHEREAS, the Agreement provides for amendment to allow the Parties to change the scope of the work, and to increase the Project budget accordingly, upon mutual consent of the governing bodies for each of the Parties; and

WHEREAS, accompanying this resolution and incorporated by this reference are a scope of work and budget for the service of completing a TIGER Grant application and a scope of work and budget for the service of completing an Environmental Analysis that have been approved by the Steering Committee representing the Parties; and

WHEREAS, an amendment to the Agreement has been prepared, as permitted pursuant to Utah’s Interlocal Cooperation Act (Title 11, Chapter 13 of the Utah Code Annotated), and is attached to this resolution and incorporated by this reference; and

WHEREAS, the Council finds that the amendment to the Agreement and the corresponding increase in the budget is in the City’s best interest,

RESOLUTION NO. ____ of 2009

A Resolution Pledging Support to Contribute One Half of the Required Local Match If Awarded TIGER Grant Funding to Build the Sugar House Streetcar System

WHEREAS, the City Council finds that the City and the City of South Salt Lake ("the Cities") have jointly embarked on a venture, in collaboration with the Utah Transit Authority ("UTA"), not just to create a new transit line, but to reintroduce to the Salt Lake Valley the streetcar which was once the mainstay of the Valley's public transportation network; and

WHEREAS, the goal of the Cities is not only to provide efficient public transportation between the congested Sugar House business district and the North/South TRAX line, but to reintroduce a system that will produce walkable communities, promote transit-oriented development and accommodate the PRATT trail; and

WHEREAS, it is highly likely that federal funding will be necessary to build the streetcar line and that the Cities will be required to provide a local match; and

WHEREAS, each of the Cities commit to contribute one half of the required local match; and

WHEREAS, the Cities jointly commissioned a study of possible alternatives to raise revenue to fund the local match; and

WHEREAS, the Cities are now aware of a promising opportunity to apply for federal TIGER Grant funding to build the streetcar line; and

WHEREAS, there is a short window of time within which the Cities and UTA may make application for TIGER Grant funds; and

WHEREAS, the Cities and UTA desire to make joint application for these funds; and

WHEREAS, in order for the funding application of the Cities and UTA to be competitive it is necessary for the Cities to make a firm commitment that they will provide the local match in the event that their application proves successful,

WHEREAS, based upon the estimated project cost (\$46,300,000) and the percentage of federal contribution requested in the Cities' proposed joint TIGER Grant application (\$35,000,000), the local match for which the Cities would be jointly responsible would be \$5,000,000 or \$2,500,000 for each of the two Cities; and

WHEREAS, in addition to the \$5,000,000 contribution from the cities, UTA will commit

to contribute real property valued at \$6,300,000 for a total local match of \$11,300,000;

THEREFORE, BE IT RESOLVED by the Salt Lake City Council that it pledges commitment to fund one-half of the local match in an amount not to exceed \$2,500,000 in the event that the joint application of the Cities and UTA for TIGER Grant funding proves successful.

Passed by the City Council of Salt Lake City, Utah, this ____ day of _____, 2009.

SALT LAKE CITY COUNCIL

By: _____
CHAIRPERSON

ATTEST AND COUNTERSIGN:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM:

ERV 8-14-09

THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah, as follows:

1. It does hereby approve the execution and delivery of the following:

First Amendment to the Interlocal Cooperation Agreement Among Salt Lake City Corporation, Utah Transit Authority and South Salt Lake City Regarding the Sugar House Transit Corridor Finance Plan, Preliminary Engineering and Environmental Analysis.

2. Ralph E. Becker, Mayor of Salt Lake City, Utah, or his designee, is hereby authorized to approve said agreement on behalf of Salt Lake City Corporation, subject to such minor changes which do not materially affect the rights and obligations of the City thereunder and as shall be approved by the Mayor, his execution thereof to constitute conclusive evidence of such approval.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2009.

SALT LAKE CITY COUNCIL

By: _____
CHAIRPERSON

ATTEST AND COUNTERSIGN:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM:



**Additional Consulting Costs
HDR/Fehr and Peers
TIGER Grant Application + Environmental Assessment**

Task	UTA	South Salt Lake	Salt Lake City		TOTAL Consult. Cost
			Gen'l Fund	RDA	
TIGER Application	\$43,948	\$43,948	\$21,974	\$21,974	\$131,845
Environmental Assessment	\$82,201	\$82,201	\$41,100	\$41,100	\$246,602
Total	\$126,149	\$126,149	\$63,075	\$63,075	\$378,447

CLIENT: UTA 7/24/2009
Project Number:
Task Budget: Sugarhouse Streetcar TIGER Application

LABOR

Name	Position	Hours	Rate	Total
Charlie Hales	Project Manager	92	\$ 91.20	8,390.40
David Vozzolo	Senior Advisor	8	\$ 98.10	784.80
Winsome Bowen	Technical Lead	80	\$ 61.06	4,884.80
Neil Pogorelsky	Econ. Analysis	88	\$ 60.41	5,316.08
Peter Bass	Financial Planning	44	\$ 72.15	3,174.60
K. Naleszkiewicz	CBA Modeler	120	\$ 33.90	4,068.00
C. Castellanos	Data Analyst	80	\$ 35.00	2,800.00
Michele Myers	Graphics	32	\$ 35.00	1,120.00
K. Jenkins	Admin	12	\$ 21.94	263.28
Mike Funk	Accountant	20	\$ 29.14	582.80
				-
				-
				-

Subtotal		576	\$ 31,384.76
Overhead	158.16%		49,638.14
Direct Labor plus Overhead			\$ 81,022.90
Fee	12.00%		9,722.75
Total Labor Cost			\$ 90,745.64

DIRECT EXPENSES

Miscellaneous		\$ 200.00
Travel		6,500.00
Mapping/Photos/Survey		-
Printing/Xerox		500.00
Telephone		36.00
Computer		2,131.20
Total Direct Expenses		\$ 9,367.20

Total HDR **\$ 100,112.84**

SUBCONTRACTORS (budget detail attached)

Fehr and Peers	\$ 31,732.43
Total Subcontractors	\$ 31,732.43

TOTAL **\$ 131,845.27**

CLIENT: UTA
Project Number:
Project Name: Sugarhouse Streetcar EA

7/23/2009

LABOR

Name	Position	Code	Hours	Actual		Total
				Rate		
Charlie Hales	Project Manager	PJM22	72	\$ 91.20		6,566.40
David Vozzolo	Senior Advisor	PJM22	12	\$ 98.10		1,177.20
Heidi Spoor	Task Lead	PJM15	258	\$ 44.00		11,352.00
Winsome Bowen	QC/QA	QCR10	38	\$ 61.06		2,320.28
Alana Spendlove	Public Involvement	PLE01	30	\$ 29.30		879.00
Carrie Ulrich	Technical Editor	QTE10	199	\$ 30.34		6,037.66
Justin Wheeler	Engineering Support	ETR30	12	\$ 50.00		600.00
Curt Overcast	Noise and Vibration S	SNO20	196	\$ 51.00		9,996.00
Sue Lee	Env Planner	PLE02	344	\$ 44.00		15,136.00
Mike Funk	Accountant	ACT04	24	\$ 29.14		699.36
Shawn Frye	GIS/QC	SGS30	14	\$ 39.00		546.00
Rosemary Fasselin	GIS Tech	SGS20	264	\$ 28.00		7,392.00
Kathy Jenkins	Admin	ADM01	8	\$ 22.94		183.52

Subtotal		1471	\$	62,701.90
Overhead	158.16%			99,169.33
Direct Labor plus Overhead			\$	161,871.23
Fee	12.00%			19,424.55
Total Labor Cost			\$	181,295.77

DIRECT EXPENSES

		Total Cost
Miscellaneous	Postage, Freight, Supplies	\$ 450.04
Travel	Mileage, Auto, Airfare, Meals, I	2,390.00
Mapping/Photos/Survey	Maps, Film, Photography, Proc	-
Printing/Xerox	Copies, Printing, Plots	126.50
Telephone	Telephone, Fax	36.00
Computer	Technology Charge, Software	5,442.70
Total Direct Expenses		\$ 8,445.24

SUBCONTRACTORS (Separate scopes/budgets attached)

SWCA	\$	7,633.00
Fehr and Peers		49,228.31
Total Subcontractors	\$	56,861.31
TOTAL	\$	246,602.32