

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 08-47

WHEREAS, the Central Texas Regional Mobility Authority ("CTRMA") was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the CTRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CTRMA is charged with funding and developing transportation improvements throughout the region to help solve the current mobility crisis and improve the quality of life for residents of Central Texas; and

WHEREAS, the general engineering consultant retained by the CTRMA (the "GEC") previously developed a scope of work and a proposed budget to conduct traffic simulations and other feasibility work related to various CTMRA projects and potential projects; and

WHEREAS, the Board of Directors in Resolution No. 06-35, dated June 28, 2006, approved Work Authorization No. 6.0 and found that the scope of work included therein was necessary and appropriate to further assess the feasibility of certain projects and potential projects and has further determined from time to time by appropriate Resolution that various Supplements to Work Authorization No. 6.0 be adopted to fulfill the scope of work; and

WHEREAS, the Texas Department of Transportation and the CTRMA executed a Multi-Project Preliminary Development Agreement ("MPDA") dated effective as of June 2, 2008 that addressed various regional transportation projects and continuing efforts to analyze, plan and develop such projects in the future; and

WHEREAS, one of the projects included in the MPDA is the proposed Loop 1 managed lanes project (the "Project"); and

WHEREAS, it has been determined that the feasibility of financing a portion of the Project through a transit-focused concept should be undertaken and that the Goodman Corporation should do so as a subcontractor to the GEC under Work Authorization No. 6; and


WHEREAS, the CTRMA staff and the GEC have represented to the Board of Directors that Supplement No. 6 to Work Authorization No. 6.0, in substantially the form attached hereto as Attachment "A", is necessary and appropriate to provide for determining the feasibility of a transit-focused component of the Project to enhance the financing opportunities for the Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the CTRMA approves Supplement 6 to Work Authorization No. 6.0 in substantially the form attached hereto as Attachment "A"; and

BE IT FURTHER RESOLVED, that all work performed under Supplement 6 to Work Authorization No. 6.0 shall be subject to the Agreement for General Consulting Civil Engineering Services between the CTRMA and the GEC.

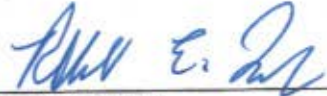
Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of July, 2008.

Submitted and reviewed by:



Tom Nielson
General Counsel for the Central
Texas Regional Mobility Authority

Approved:



Robert E. Tesch
Chairman, Board of Directors
Resolution Number 08-47
Date Passed 7/30/08

Attachement "A"
To
Resolution No. 08-47
Supplement 6 to Work Authorization No. 6.0

EXHIBIT B**WORK AUTHORIZATION****Work Authorization No. 6.0****Supplement No. 6**

This Supplement No. 6 to Work Authorization No. 6.0 is made as of this 22nd day of July, 2008, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of September 1st, 2003 (the Agreement), between the Central Texas Regional Mobility Authority (Authority) and HNTB Corporation (GEC). This Supplement No. 6 to Work Authorization 6.0 is made for the following purpose, consistent with the services defined in the Agreement:

Loop 1 Managed Lanes FTC Financing

The following terms and conditions of Work Authorization No. 6.0 are hereby amended, as follows:

Section A. - Scope of Services

A.1. GEC shall perform the following Services:

Refer to Attachment A – Scope of Work

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

Refer to Attachment A – Scope of Work

A.3. In conjunction with the performance of the foregoing Services, GEC shall provide the following submittals/deliverables (Documents) to the Authority:

Refer to Attachment A – Scope of Work

Section B. - Schedule

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services defined herein are expected to be substantially complete by December 31, 2009. This Supplement to Work Authorization 6.0 will not expire until all tasks associated with the Scope of Services are complete.

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$195,950.00. This will increase the not to exceed compensation amount for Work Authorization No. 6.0 from \$5,234,786.00 to \$5,430,736.00. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts for the various companies and firms composing the GEC are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of future Work Authorizations.

Section D. - Authority's Responsibilities

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

N/A

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization:

N/A

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

Authority: Central Texas Regional Mobility
Authority

GEC: HNTB Corporation

By: _____

By: Richard L. Ridings, P.E.

Signature: _____

Signature: _____

Title: _____

Title: Vice President

Date: _____

Date: _____

CENTRAL TEXAS RMA

ATTACHMENT A – SCOPE OF WORK

WORK AUTHORIZATION NO. 6.0
SUPPLEMENT NO. 6SERVICES TO BE PROVIDED BY THE GENERAL ENGINEERING
CONSULTANT (GEC)**Project Description**

Background: Beginning in 1999, TxDOT began studying alternatives to improve congestion along MoPac from FM 734 (Parmer Lane) south to the Cesar Chavez Street interchange (downtown). Between 1990 and 2000, traffic on MoPac increased by 48 percent, and average daily traffic on Loop 1 at RM 2222 increased from 111,000 to 156,000 vehicles per day. The increased congestion equates to thousands of hours of lost time, increased pollution, and wasted fuel. Among the alternatives considered to improve the congestion on MoPac was High Managed Lanes (ML).

The AUTHORITY is studying the feasibility of financing the implementation of MLs along the MoPac corridor in partnership with TxDOT. The pairing of ML with transit service offers significant improvements from current single-occupant auto trips in regard to time and fuel savings and environmental benefits. Furthermore, by focusing on the transit component of a ML program, the AUTHORITY may realize additional funding opportunities through the Federal Transit Administration (FTA). Conversely, if the MLs are operated primarily for private vehicles, with minimal utilization by public transit and/or transit linkages from the MLs to destinations, then the opportunity for FTA funding would be lost or greatly reduced.

It is expected that when Congress reconvenes in January 2009, it will face a major challenge to create a new transportation authorization to succeed SAFETEA-LU. An independent commission has recommended a 40 cent increase in the existing federal gas tax over a five-year period to address the nation's transportation infrastructure requirements. One way or another, there is an expectation that Congress will make substantial additional funds available for transportation in general and transit in particular.

Those regions that develop comprehensive congestion mitigation strategies which consider all modes of transport, such as the ML concept for MoPac, will have a competitive edge for federal transportation funding. This was made evident by the distribution of \$1.4 billion of FY2007 discretionary federal transportation funding to only five cities. AUTHORITY's opportunity to capture significant future federal funding to support the proposed MoPac ML lane project also will be enhanced if the project demonstrates significant benefits in terms of congestion mitigation, reduction of VMT, energy use, pollution, etc. Thorough analyses of these factors will be important to

position the project for significant funding. The new authorizing legislation will likely cover the FY 2010-FY 2014 time frame.

Based on these circumstances, The GEC is presenting this proposal to the AUTHORITY to create a transit-focused ML lanes concept, including parking facilities, related access structures, corridor transit service, and transit distribution from each facility to nearby destinations. The plan will demonstrate the feasibility of the transit component of the proposed improvements and qualify the cost of eligible components for future federal funding.

GEC will rely on existing data from recently completed studies like the Downtown Austin Plan (2008), the Real Estate Council of Austin Downtown Austin Park and Ride (2007), the Downtown Austin Comprehensive Parking Study (2000) and other relevant studies.

Services and Products Provided by GEC

Task 1: Transit Potential Analysis

As a preliminary assessment of the transit potential associated with the proposed improvements, GEC will complete an analysis of existing transit service and uses in the corridor along with indicators of the potential for generating new transit riders. Simply diverting existing Capital Metro riders to ML lanes will not create sufficient justification for FTA support. The analysis will provide a reality check prior to launching into the detailed project development. Key subtasks include the following:

- Review and evaluate existing Capital Metro ridership data from the affected corridor and interconnecting services.
- Evaluate census data, economic and land-use data to measure propensity for transit use within the corridor. GEC will analyze U.S. Census and related data to establish population characteristics, demographic profiles, and mobility needs profiles along the MoPac corridor. This data also will be organized into a Transit Needs Index using formulae already in use by CAMPO or adapted from approaches in use in other regions.
- GEC will review 2007 RECA parking data and other study data to verify inventory estimations.

Deliverable: A technical memorandum outlining current transit activity and estimation of potential for transit and parking usage associated with the proposed ML/parking/transit program.

Estimated Cost: \$9,550

Task 2: Transit Demand and Fares

GEC will estimate the corridor transit and parking demand based on implementation of the proposed ML/parking/transit program. Findings from Task 1 will be used to inform modifications to existing corridor demand analyses or reflect the forecast of utilization at

various future time points. Estimates from TxDOT's ML analysis along with CAMPO modeling will be the sources used for base data.

- Estimate the transit usage associated with the proposed capital and operating schemes. Available TxDOT data on ML utilization and capacity will be the starting point for this analysis. Additional CAMPO model runs will be requested based on proposed alternative operating schemes to estimate demand at key future time points. These results will be utilized to determine the limits of the ML scheme, sizing for the capital development program, and level of transit services/equipment needed in subsequent tasks.
- Assess the transit market potential among downtown employees (who may become choice riders) that currently rely on a higher-priced downtown parking facility to relocate to a lower-priced peripheral facility linked by transit shuttles. GEC will survey downtown employees to indicate the key factors affecting their driving and parking decisions and their likely responses to adjustments in parking rate structures, methods of payment, and continually rising gasoline prices. GEC will retain a public relations firm to lead this survey task.
- Recommend alternative pricing schemes. GEC will analyze rate structures for each facility that may differentiate between transit and non-transit users to maximize the benefits to be derived from ML/parking/transit services program implementation. Rates may differ between park-and-ride and transit transfer center users, nearby monthly permit parkers, and the occasional users.

Deliverable: A technical memorandum outlining usage, level of service, programmatic needs, and rate structures.

Estimated Cost: \$19,400

Task 3: Transit Operations Plan

The demand analysis will influence the type and frequency of transit needed to provide a high level-of-service and compete effectively with the private automobile. The operational analysis will define the parameters of the transit service associated with the corridor and each parking facility including routing, schedules, frequency, vehicle type and interface with existing services.

- Display travel patterns for parking access, park and ride services, and destination distribution of passengers based on demand analysis completed in Task 2.
- Recommend routes, schedules, and frequency of service for all proposed transit services. Because ridership decreases precipitously when multiple transfers are required, the service development will maximize one seat rides.
- Analyze the impact of the proposed transit plan on existing and proposed Capital Metro bus and rail transit services.
- Create a five-year capital and operating budget for the proposed services.
- Recommend the most appropriate vehicles for the proposed services.

Deliverable: A technical report outlining the transit plan for the proposed transit services, associated vehicles, and expected costs (capital and operating).
Estimated Cost: \$20,025

Task 4: Concept for Downtown and Parmer Lane Parking Facilities

The proposed downtown and Parmer Lane parking facilities have the potential to reduce congestion and/or absorb growth, reduce the need for additional parking, and increase transit ridership. GEC will evaluate the split between transit/park-and-ride and all other types parking spaces, size each facility, propose associated joint development accommodations, and develop a conceptual design concept.

- Determine the number of parking spaces needed for both transit and non-transit users.
- Estimate the amount of space required for transit terminal and bus circulation activities.
- Estimate the site requirements for parking facilities and automobile circulation activities.
- Analyze the feasibility of incorporating joint development partner uses into the facility such as retail or other related services into the facility. Estimate the size, additional parking and other accommodations needed to incorporate those uses.
- Analyze the need for separated access for parkers, kiss-and-ride activities, pedestrians, and deliveries. In order to encourage transit use, preferential parking locations and pricing may be offered for those individuals who use the facilities in a manner that maximize the overall program goals. Need for facilities and equipment needed to separate those users (if any) will be analyzed.
- Create a preliminary conceptual design and related cost estimate for the downtown and Parmer Lane facilities.

Deliverables: Working paper summarizing the proposed building program, joint development program, site plan, terminal plan, and garage conceptual plans for both the downtown and Parmer Lane parking facilities

Estimated Cost: \$29,500

Task 5: Site Selection

GEC will work with representatives from AUTHORITY, TxDOT, Capital Metro and City of Austin to reach consensus on the criteria by which potential terminal/parking sites will be ranked and identify candidate sites at both ends of the corridor. Candidate sites will be identified by proximity availability, and size.

- Establish consensus among all participants on site evaluation criteria. These may include location, size, availability, need to aggregate parcels, existing infrastructure, environmental concerns, historic concerns, zoning, adjacent land

uses, traffic analysis, joint development potential, quality of pedestrian access, cost, ownership, and other special considerations.

- Review the area within a one-half mile radius of the ML terminus points for vacant or underutilized parcels that appear to meet the needs of the building program developed in Task 4. Unused TxDOT right-of-way adjacent to MoPac may also be available. Favorable sites will have acceptable freeway, transit, and surface street access.
- Gather and review data to address each selection criterion for each site.
- Score each site according to the evaluation criteria.
- Conduct a traffic impact analysis for one or two leading sites at each terminus based on site impact analysis requirements of the City of Austin. GEC will obtain the services of a local TIA consultant to assist with this task.

Deliverables: A technical memorandum evaluating each site according to the agreed-upon criteria and ranking the sites accordingly. GEC will recommend a downtown and Parmer Lane site for future development.

Estimated Cost: \$40,850

Task 6: Environmental Assessment

GEC will complete an environmental assessment for each of the two proposed terminal/parking facilities addressing the 22 potential impact factors required by FTA. Mitigation plans will be included for any potential impacts that may be problematical to ensure local agencies and the public that environmental harm will be avoided in developing these facilities.

- GEC will prepare separate documents for each of the two proposed facilities that address each FTA Circular 5620 category including: land use, zoning, displacements, natural environment, air quality, historical issues, parkland, community disruption, safety and security, traffic and parking, and other factors.
- GEC will conduct one public meeting downtown and one in the vicinity of the selected site near Parmer Lane to obtain comment on the environmental impacts of the proposed improvements.
- GEC will prepare and submit two EA documents to the FTA and will respond to inquiries as needed during the review period.

Deliverables: Two Environmental Analysis Reports that complete all aspects of the analysis as defined in Department of Transportation, Circular 5620 (and supplemental guidelines), for the preferred downtown and Parmer Lane sites.

Estimated Cost: \$48,025

Task 7: Quantification of Benefits

Analysis of benefits that can be attributed to the proposed improvements will be helpful in convincing AUTHORITY to proceed with the project, local agencies to support the project, the public to accept the project, and funders to make certain categories of funds available to implement the project. In addition, users need reassurance that improvements in service, quicker access to workplaces, reasonable prices, will result from implementation. Federal, state, and regional funds are focused on cost-effective projects that reduce pollution, provide economic development opportunities, and increase transit use. City officials and taxpayers want to know what their return on their investment will be. In order to provide project supporters with this information, GEC will quantify and/or describe the expected benefits from the proposed project:

- Calculate the increase in ridership and the reduction in vehicle miles traveled (VMT), fuel consumption, and pollution reduction stemming from the implementation of the proposed parking facilities with transit interface.
- Calculate property and sales tax benefits and revenue generated from related joint development or nearby infill development.

Deliverables: A technical memorandum outlining the benefits expected from the implementation of the parking facility with high level-of-service transit interface.

Estimated Cost: \$6,950

Task 8: Funding and Implementation Strategy

Many projects never advance beyond the planning stage because they lack a comprehensive funding and implementation strategy along with a longer-term strategy oversight to ensure its success. GEC will develop and manage a comprehensive finance and implementation strategy that will maximize federal funding potential and opportunities to capture local value that can be used to match federal support. The strategy may include the following components:

- GEC will estimate the total cost of all capital improvements and separate those that are federally eligible. Depending on the level of transit use quantified, federally eligible components can include a some or all the cost of the parking structures, associated transit terminal space, related retail shell space, transit vehicles, and ramps.
- The AUTHORITY will seek status as an additional federal grantee: GEC will review the feasibility of establishing the AUTHORITY as an additional federal grantee for the purpose of securing Section 5309

Discretionary Capital and other federal funding to support project implementation. The FTA Section 5309 program is discretionary and contains several billion dollars annually to support a variety of transit programs divided between fixed guideway and bus. It is anticipated that the next transportation authorizing bill will substantially increase discretionary funding for congestion mitigation projects.

- GEC will manage the process for AUTHORITY by overseeing the completion of all certifications and assurances and interfacing with involved agencies, such as Capital Metro and FTA Region VI.
- If local monies are available to pursue implementation of all or part of this project prior to acquisition of federal grants, expenditures on eligible federal components will be protected under a Letter of No Prejudice (LONP): GEC will pursue an FTA LONP prior to award of bids to enable the capture of local value and the maximum federal reimbursement potential for the project. The LONP will seek to protect all local expenditures that are potentially eligible for FTA funding. Sources of local value may include the land used to develop the parking facilities, the value of the transit-portion of the ML infrastructure, transit vehicles, etc. advanced planning and environmental documentation from the first eight tasks of this proposal will be submitted to FTA in support of an LONP request, if needed. GEC will submit the materials and request that the FTA Regional Office recognize these improvements as eligible transit-related improvements and issue an LONP. GEC will oversee the FTA review process and respond to inquiries as needed.
- GEC will explore the benefit of contracting with private providers to operate the parking facility and/or interfacing transit shuttles. The vehicles directly associated with the managed lane operation and operated by the private sector may create significantly more federal funding opportunities than publicly operated facilities and services.
- GEC will outline a strategy to pursue federal and state funding and will include recommendations for potential sources to be pursued through the MPO, TxDOT, Congress, and/or FTA. The next transportation authorizing legislation will likely consolidate existing federal grant programs for transportation infrastructure and add new categories such as congestion mitigation. GEC will develop a finance and implementation strategy based upon provisions anticipated within the new authorizing bill which will cover the FY2010-FY2013 timeframe.
- GEC will assist the AUTHORITY in submitting documents and plans to the appropriate planning agencies to ensure the program is reflected in the necessary plans, such as the local Transportation Improvement Plan (TIP) and the State TIP, and the long range plan.

- GEC will develop a timeline and assignment of responsibilities for taking the project from the advanced planning stage through implementation.

Deliverables: A technical memorandum outlining the capital cost and finance strategy to achieve the defined program.

Estimated Cost: \$21,650

July 22, 2008

SUMMARY

Task	Fee
Loop 1 Managed Lanes FTC Financing	
Task 1 Transit Potential Analysis	\$9,757
Task 2 Transit Demand and Fares	\$9,250
Task 3 Transit Operations Plan	\$20,255
Task 4 Facility Concept for Downtown & Parmer L	\$28,669
Task 5 Site Selection for Downtown & Parmer Lan	\$21,722
Task 6 Environmental Assessment	\$48,407
Task 7 Quantification of Benefits	\$6,753
Task 8 Funding and Implementation Strategy	\$21,067
TOTAL	\$165,880

Manhours							
A	BI	B	C	D	E	F1	F
<i>Principal</i>	<i>Technology Expert</i>	<i>Dep PM</i>	<i>Senior Project Engineer</i>	<i>Project Engineer</i>	<i>Technician</i>	<i>Project Administrator</i>	<i>Classical Administrative Support</i>
\$ 85.00	\$ 85.00	\$ 71.00	\$ 59.00	\$ 46.00	\$ 34.00	\$ 34.00	\$ 24.00

0	0	156	0	294	899	0	119
---	---	-----	---	-----	-----	---	-----

Labor Costs	\$ -	\$ -	\$ 11,076	\$ -	\$ 13,524	\$ 30,566	\$ -	\$ 2,856
Overhead Costs	155.26%	\$ -	\$ 17,197	\$ -	\$ 20,997	\$ 47,457	\$ -	\$ 4,434
Profit	12%	\$ -	\$ 3,393	\$ -	\$ 4,143	\$ 9,363	\$ -	\$ 875
Total Loaded Labor Cost		\$ -	\$ 31,665	\$ -	\$ 38,664	\$ 87,386	\$ -	\$ 8,165
Direct Expenses								
Traffic Consultant	\$	20,000						
PR Consultant	\$	7,500						
Model Consultant	\$	2,500						
Misc. Expense	\$	70						
Total Direct Expenses	\$	30,070						
Total Loaded Labor	\$	165,880						
Total Direct Expenses	\$	30,070						
Total	\$	195,950						

Attachment B - Estimate

CTRMA GEC
HNTB Corporation - MANHOUR BREAKDOWN
July 22, 2008

CTRMA
WORK AUTHORIZATION 6.0 SUPPLEMENT 6.0

Loop 1 Managed Lanes FTC Financing

Task	MANHOURS										TOTAL HRS
	A	B	C	D	E	F	G	H	I	J	
	(Labor Rates)										
	\$ 85.00	\$ 85.00	\$ 71.00	\$ 59.00	\$ 46.00	\$ 34.00	\$ 34.00	\$ 34.00	\$ 24.00	\$ 24.00	
1.0 Transit Potential Analysis											
1.1 Capital Metro Ridership Analysis				18	18						41
1.2 Transit Needs Index				10	27				10		47
2.0 Transit Demand and Paves											
2.1 Estimate Transit Usage				5							59
2.2 Survey Downtown Employment					18						18
3.0 Transit Operations Plan											
3.1 Map Travel Patterns				14	14				21		51
3.2 Recommend Route, Schedules, Frequency				14	16						55
3.3 Analyze Impact of Shuttle Service on Cap Metro Bus				14	16						50
3.4 Create 5-year Capital and Operating Plan				10	18						28
4.0 Facility Concept for Downtown & Partner Lane											
4.1 Determine Parking Space				27	10						37
4.2 Determine Transit Circulation Needs				18	18						54
4.3 Joint Development Analysis				10							18
4.4 Analyze Access Needs & Plan				99	18				36		77
4.5 Create Preliminary Concept Design & Capital Budget				10							40
5.0 Site Selection for Downtown & Partner Lane											
5.1 Site Selection Criteria				10	18						28
5.2 Site Identification				10					5		15
5.3 Gather and Review Site Selection Criteria					144						144
5.4 Traffic Impact Analysis				10	10						20
6.0 Environmental Assessment											
6.1 Complete Assessment Research				10							244
6.2 Conduct Public Meeting				10	10				27		101
6.3 Prepare and Submit EA Document					72				18		90
7.0 Quantification of Benefits											
7.1 Calculate Incremental Ridership, Environmental				5	10						15
7.2 Calculate Property & Sales Tax Benefits				8	36						44
8.0 Funding and Implementation Strategy											
8.1 Calculate Feasible Eligible Costs				5							15
8.2 Additional Federal Grant Status				18	18						36
8.3 Prepare LONP				18	10						28
8.4 Analyze Private Contributor - Server Provider				5	10						15
8.5 Create Funding Strategy				14	37						37
8.6 Institutionalize Project in TP, STIP, etc				5	10						15
TOTAL GEC TEAM DIRECT LABOR											1,468
% Total by Classification											
Overhead Costs	\$ -	\$ -	\$ 11,070	\$ -	\$ 13,324	\$ 30,566	\$ -	\$ -	\$ -	\$ 2,856	\$ 58,022
Profit	\$ -	\$ -	\$ 17,197	\$ -	\$ 20,997	\$ 47,457	\$ -	\$ -	\$ 4,434	\$ -	\$ 90,085
Total Loaded Labor	\$ -	\$ -	\$ 3,303	\$ -	\$ 4,143	\$ 9,363	\$ -	\$ -	\$ 875	\$ -	\$ 17,771
	\$ -	\$ -	\$ 31,065	\$ -	\$ 38,664	\$ 87,346	\$ -	\$ -	\$ 8,165	\$ -	\$ 165,880
Cost											
Traffic Consultant	\$ 20,000.00										
PR Consultant	\$ 7,500.00										
Model Consultant	\$ 2,500.00										
Misc. Expense	\$ 70.00										
Total Direct Expenses	\$ 30,070										
Total Loaded Labor	\$ 165,880										
Total Direct Expenses	\$ 30,070										
Total	\$ 195,950										