August 24, 2017

Burbank-Glendale-Pasadena Airport Authority

Bob Hope Airport

Proposed Application 17-15-C-00-BUR to the Federal Aviation Administration to Impose Only and Impose and Use a Passenger Facility Charge (PFC) at Bob Hope Airport

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Burbank-Glendale-Pasadena Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a Notice of Intent to impose and use a passenger facility charge (PFC) at Bob Hope Airport (the Airport or BUR); and has issued this public notice as part of the PFC application process as per Title 14 Code of Regulations (CFR) Part 158.24 *Notice and Opportunity for Public Comment.* In 2016, the Authority embarked on a rebranding program and the Airport is now commonly identified as the Hollywood-Burbank Airport.

DATES: Comments must be received on or before **Tuesday, September 26, 2017.**

ADDRESS: Comments may be mailed to Ms. Kathy J. David, Deputy Executive Director, Finance, and Administration, Hollywood-Burbank Airport, 2627 Hollywood Way, Burbank, CA 91505

The following information is provided in accordance with 14CFR 158.24(b)(1):

Project Descriptions

Projects for which the Authority is seeking agreement to Impose Only Authority

1. **Terminal Replacement**

Project Description: This project will fund the design and construction of a new 355,000 square-foot (approximate) passenger terminal building at the Airport that will consist of 14 passenger boarding bridges, Airport management offices, airline support offices, airline ticket counters and queuing areas, baggage claim, departure lounges/holdrooms, restrooms, outbound baggage makeup facilities, inbound baggage conveyors and stripping areas, gate access corridors, security exit corridors to baggage claim and ground transportation,

Transportation Security Administration (TSA) security checkpoint, baggage screening and support areas, concession areas, rental car counters, and mechanical room support areas. The new terminal will be built on the site of the former Lockheed Plant B-6 property, located on the northeast corner of the Airport.

The new terminal will replace the existing 232,000 square-foot terminal, which is over 75 years old and has exceeded its useful life. The existing terminal was constructed in 1942 and does not meet current earthquake design standards and Federal Aviation Administration (FAA) safety guidelines due to its proximity to Runway 8-26. The existing terminal is within Runway 8-26's Object Free Zone (OFZ) and encroaches on the airfield, resulting in a non-standard runway-to-taxiway separation.

Project Need/Justification: The current Airport terminal, which is approximately 232,000 square-feet, was originally constructed in 1942. Due to its age and location the existing terminal is neither in compliance with current California seismic design standards nor FAA airfield design standards. The location of the current terminal encroaches on the airfield and results in non-standard runway-to-taxiway separation. The terminal is approximately 260-feet from the Runway 8-26 centerline, which is not in compliance with FAA's Runway Safety Area (RSA) and Runway Obstacle Free Zone (OFZ) regulations.

The new proposed terminal which will be constructed on an adjacent 49-acre parcel commonly referred to as B-6 will eliminate the non-standard conditions at the Airport created by the existing terminal.

2. Taxiway and Service Road Extensions and Improvements

Project Description: This project will fund the extensions of Taxiways Alpha (A), Taxiway Charlie (C), and service road at the Airport. The relocation of the passenger terminal to the B-6 site and the demolition of the existing passenger terminal will allow for the extensions of Taxiways A and C, and the service road.

This project will extend Taxiway A and associated taxilanes by approximately 1,900 linear feet south of Runway 8-26 to Runway end 33. Work will require the removal of existing pavements, full depth construction of new pavements, installation of new taxiway lighting and electrical conduits, drainage, and surface striping.

Taxiway C by will be extended by approximately 2,500 linear-feet east of Runway 15-33 to Runway end 26. Work will require the removal of existing pavements, full depth construction of new pavements, installation of new taxiway lighting and electrical conduits, drainage, and surface striping.

The service road will be extended approximately 4,200 linear-feet from south of the intersection of Taxiway C6 and General Aviation (GA) apron, around the south end of Runway end 33, reconnecting to the service road network east of the Runway end 26 EMAS beds. Work will require the removal of existing pavements, partial full depth construction and rehabilitation of existing pavements, and surface striping.

The project will also install approximately 4,000 linear-feet of fencing on the southern perimeter of the airport.

Project Need/Justification: The demolition of the existing terminal will allow the Airport to reconfigure the taxiway system and correct the non-standard runway and taxiway conditions currently present at the Airport. This project will increase safety and reduce congestion with the extension of Taxiways A and C, including associated taxilanes, and service roads. The full length taxiways, designed with ADG III standards, will provide a safer area for aircraft operations and enhance queuing capacity.

3. Construction of Landside Roadway Network

Project Description: This project will fund for the design and construction of the landside roadways needed to connect the replacement terminal to Hollywood Way and San Fernando Boulevard at the Airport. The new road will be approximately 300,000 square feet and provide two to three-lanes of terminal access roadway, terminal curbfront areas, and terminal circulation roadway. The circulatory roads will include curbing, storm water drainage, and the construction of concrete islands. This project will also include the clearing and hauling of the new roadway's right-of-way site materials, site grading, establishment of turf and landscape, pavement markings, and installation of pole mounted signage.

Project Need/Justification: There is currently no roadway system on the B-6 site. Although there is system of parking lots on the site, these cannot be repurposed to provide the needed support for the volume of vehicular traffic to support a terminal.

The installation of the new replacement terminal roadway system is necessary in order to access the Airport's terminal buildings, administration offices, and airfield support facilities.

4. Demolition and Cleanup of Existing Terminal and Obstructions

Project Description: This project will fund the demolition and clean-up of the existing terminal and support areas at the Airport. This project will demolish approximately 300,000 square-feet of the existing terminal, roadways, and curb front to allow for the construction of the Taxiway A and C extensions. The demolition waste collected on this site will be hauled off site for disposal. This project will also include the installation of a work site perimeter fence

to secure the area in accordance with Transportation Security Administration (TSA) regulations.

Project Need/Justification: The current Airport terminal which is approximately 232,000 square-feet was originally constructed in 1942. Due to its age and location is neither in compliance with current California seismic design standards nor FAA airfield design standards. The location of the current terminal encroaches on the airfield and results in non-standard runway-to-taxiway separation. The terminal is approximately 260-feet from the Runway 8-26 centerline, which is not in compliance with FAA's RSA and OFZ regulations.

5. Construct Aircraft Rescue and Firefighting Facility Station

Project Description: This project provides for the design and construction a new mixed use Aircraft Rescue and Firefighting (ARFF) Station, Emergency Operation Center (EOC), and Communications (Com) facility at the Airport. The proposed ARFF/EOC/Com facility will be a two-level facility approximately 24,810 square-feet consisting of approximately 18,810 square-feet of ARFF space on Level 1 and 6,000 square-feet of the EOC/Com space on Level 2. The EOC/Com portion of this facility is not eligible and will not be included.

The new ARFF will consist of five apparatus bays for housing ARFF vehicles, spaces for storage of related equipment and hazardous materials, administration offices, and a command center that receives calls and dispatches ARFF vehicles. The ARFF floor will include approximately 1,945 square-feet of living quarters, approximately 3,020 square-feet of administrative offices, and 500 square-feet of training space for firefighting personnel.

The project also includes the installation of a concrete apron and parking areas, associated utilities, and infrastructure including water, sewer, electrical, and communication lines.

Project Need/Justification: The existing ARFF station is located in Hangar 35, located north of Runway 8-26 on the Million Air GA ramp. The hangar was constructed in the early 1940's and was configured to function as a temporary ARFF facility in 1990. The existing ARFF station consists of 15 temporary mobile units located in the bay of Hangar 35. This location and configuration of the existing ARFF facility was only intended to be temporary until a new facility was built in 1994, however these temporary units have been in use since 1990.

<u>Projects for which the Authority is seeking agreement to Impose and Use Authority</u>

6. Design for Rehabilitation of Taxiway C and D West and Shoulders

Project Description: This project will fund the design of the rehabilitation of Taxiways C and D on the west end of Runway 8-26 at the Airport. Taxiway C was last rehabilitated in 1979 and is constructed with bituminous asphalt concrete (AC) pavement. The rehabilitation limits for

Taxiway C extend 450 linear-feet west of the intersection of Taxiway C and C8 to the Runway end 8. The rehabilitation section Taxiway C is approximately 1,200-feet long, 75-feet wide, with 25-foot shoulders.

Taxiway D was last rehabilitated in 1990 and is constructed with portland cement concrete (PCC) pavement. The rehabilitation limits for Taxiway D extend near the intersection of Taxiway D and GASC Aviation ramp 700-feet west to Runway end 8. This section Taxiway D is approximately 700-feet long, 75-feet wide, with 25-foot shoulders.

The existing pavements for Taxiways C and D are 38 and 27 years old, respectively, and have reached the end of their useful life. Work will include the full depth replacement of Taxiway C and Taxiway D.

Project Need/Justification: Taxiways C and D are critical components of the taxiway network and provide direct access to Runway 8-26. A pavement evaluation completed in January 2016, indicated Taxiways C and D had a Pavement Condition Index (PCI) of 50 and overall rating of "Poor". Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

7. Acquisition of Airport Pavement Management System

Project Description: This project will fund the acquisition of a new Airport Pavement Management System (PMS) for the Airport. The PMS will be developed in accordance with Federal Aviation Administration (FAA) AC 150/5380-7B, *Airport Pavement Management Program*, and AC 150/5335-C, *Standardized Method of Reporting Airport Pavement Strength* requirements and will conduct research of airfield pavement history, aircraft traffic data, fleet mix, and perform pavement condition surveys through pavement distress mapping to determine pavement condition index (PCI) values for all of the Airport's pavements.

Project Need/Justification: FAA Grant Assurances require the Airport to implement a PMS program. A PMS provides a systematic approach to determining priorities, schedules, and resource allocation for pavement maintenance and rehabilitation. This program will analyze the existing and predicted pavement conditions and determine alternatives for maintenance and rehabilitation to reduce costs and maximize the life of pavement.

8. Preparation of Environmental Impact Statement

Project Description: This project will fund the preparation of the Environmental Impact Statement (EIS) to evaluate the potential environmental impacts for the replacement passenger Terminal at the Airport. The EIS is outlined in Federal Aviation Administration (FAA) Orders 5050.4A in accordance with the National Environmental Policy Act (NEPA)

process. Under the NEPA, the FAA is required to conduct an environmental analysis before awarding grant funding for the replacement passenger Terminal and associated projects.

Project Need/Justification: An EIS is a document required by NEPA for certain actions "significantly affecting the quality of the human environment". An EIS is a decision making tool that describes the environmental effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS. The relocation of the Airport Terminal to the northeast section of the airfield, which is commonly known as the B-6 site, will require an EIS to analyze and communicate any impacts from the proposed action.

9. Replacement of Airfield Marking Painting Equipment

Project Description: This project will fund for the acquisition of a Dual Line Airfield Marking Painting System (Dual Line Painting System or Unit) at the Airport. The Airport currently uses a Single Line Airfield Marking Painting System that is 10-years old and nearing the end of its useful life. The acquisition of the Dual Line Painting System will increase efficiency and ensure the dual lines required for painting on the airfield are within Part 139 tolerance levels at the Airport. This Airfield Marking Painting Machine will be a self-centering, self-propelled paint sprayer with dual paint sprayers, dual 15-gallon paint hoppers, and paint bead containers.

Project Need/Justification: Airfield pavement markings are a critical component of airfield visual aids. It is also important that the Airport properly maintains these markings to ensure safe airfield operations. The Airfield Marking Painting Machine will increase efficiency by providing a dual line applicator that reduces closure times and ensure that the Airport maintains visible and distinguishable paint markings.

10. Replacement of Continuous Friction Measuring Equipment

Project Description: This project will fund the acquisition of Continuous Friction Measuring Equipment (CFME) for the Airport. CFMEs measure rubber build up and surface friction values so corrective action can be taken by Airport Operations to inform pilots of runway conditions. The existing CFME was purchased in 2005 and is currently broken and unable to be repaired.

Project Need/Justification: This project will increase safety with the acquisition of the proposed CFME. The Airport is located in a densely populated area northwest of downtown Burbank. The loss of braking ability and directional control due to rubber build up could potentially be fatal at the Airport. The Airport currently averages over 133,000 operations a

year. The new CFME will assist Airport Operations with data and analysis of determining the need for correction due to rubber build up on the runway.

11. Replacement of Emergency Generator

Project Description: This project will replace the existing emergency generator located at the Airport. The proposed new permanent, one megawatt diesel generator will provide power to support emergency lighting, egress lighting, and basic safety and security functions.

Project Need/Justification: The existing generator at the Airport is over 40 years and well beyond its useful life. Due to its age, this generator has had a history of operational failures and cannot be relied upon. In addition, a prolonged power outage could limit the generators usage due to its emissions as they relate to regulations set by the Southern California Air Quality Management District (AQMD).

This generator will also be relocated to the new terminal site (Project 1) upon completion.

12. Replacement of Interactive Employee Training System

Project Description: This project will fund the purchase of an interactive employee training (IET) system at the Airport. The proposed new IET system will replace the current system that is over 10-years old and reached the end of its useful life. The new IET system will support 10 workstations and will be connected to a central database maintained and managed by the Airport. The database will store training records for individuals and allows the Airport to comply with Federal Aviation Administration (FAA) mandated training and record keeping requirements of 14 CFR Part 139 (Part 139).

Project Need/Justification: Since June 2004, airports have been required to train and track personnel with access to the Airport Operations Area (AOA) to maintain its Part 139 certification. This training ensures that personnel have been trained for their own personal safety as well as the safety of pilots, contractors, security personnel, and passengers on the Airport. The IET systems provides customized airport training for areas such as Security Information Display Area (SIDA) procedures, FAA Part 139-mandated driver training, and other areas, as designated by the Airport as critical to operations. These newer IET systems also provide the Airport with highly customized training modules often produced at the Airport to provide more personalized training that resembles day-to-day operations. The modules have proven to be highly effective training tools and have become industry standards for safety and security training at airports.

13. Replacement of Digital Video Security System Storage Area Network(SANS)

Project Description: This project will fund the replacement of the Digital Video Security System (DVSS) Storage Area Network (SAN) at the Airport. The current SAN was installed in May 2010 and utilizes older hard-drive technology that has reached its useful life and is not expandable to meet the current storage requirements of the Airport's DVSS.

Project Need/Justification: Airports are unique environments that have a combination of threats and security vulnerabilities that require vigilance from personnel, passengers, and the use security cameras. Digital security cameras are critical pieces of the Airport's frontline security operations, and as digital security camera technology advances, so does the network that support them. For Airport's to support digital capabilities such as high definition video and real-time and remote monitoring require large amounts of storage.

14. Acquisition of additional Security Cameras

Project Description: This project will fund for the acquisition of 11 additional cameras to the Digital Video Security System (DVSS) network at the Airport. These new digital high definition (HD) cameras will be located in front of the terminal near the elevated walkway to the Regional Intermodal Transportation Center (RITC). Work will include the infrastructure installation of fiber and cabling, acquisition of additional memory storage, and trenching fiber run to the main server room.

Project Need/Justification: Airports are unique environments that have a combination of threats and security vulnerabilities that require vigilance from personnel, passengers, and the use security cameras. Digital security cameras are critical pieces of the Airport's frontline security operations.

The unique configuration of the Airport's ground transportation system allows access to individuals who are not necessarily boarding flights. The RITC located on the south side of the Airport requires another level of vigilance other than use of security personnel. The purchase of these additional cameras is necessary to enhance security around the Airport's terminal area and the walkway to the RITC. The improvements to terminal and landside surveillance will provide an additional deterrence to potentially unlawful activity. In addition, these cameras will improve the monitoring and control of these areas remotely and allow for better utilization of security personnel.

15. Replacement of Emergency Response Vehicle

Project Description: This project will fund the replacement of an Emergency Response Vehicle (ERV) at the Airport. The current ERV is built of Ford F-450 chassis with modified utility compartments. The ERV is equipped with four portable radios, mobile data terminal computer and equipment to provide extrication/forced entry, firefighting, HazMat, and

emergency medical services. The ERV, used strictly on the Airport, is approximately 9-years old with over 190,000 miles and reaching the end its useful life. The useful life of this vehicle has been significantly compressed due to usage and maintenance issues with the vehicle dealer (the ERV has been out of service for the last 10 months).

Project Need/Justification: The ERV is a quick response vehicle needed to respond to emergencies on the airfield. These smaller, more nimble vehicles provide the capability to ensure the Airport can meet required response times. The ERV is supplied with both medical, HazMat, firefighting, and extrication equipment to quickly respond to various emergencies around the Airport. Additionally the replacement ERV is necessary to maintain the Airport's ARFF index C capabilities in accordance with FAR 139.317.

16. Rehabilitation and Upgrade of Main Server Room

Project Description: This project will fund the rehabilitation and upgrade of the main server room at the Airport. This project will enhance infrastructure to support various information technology (IT) and communication functions. Work will include replacing the heating, ventilation, and air conditioning (HVAC) system to a higher capacity specific cooling system, replace existing wet sprinkler system with a pre-action automatic sprinkler and clean agent fire suppression system, install new partition wall and doors to provide a separate rooms for fire protection and electrical equipment and roof hatch, install new uninterruptable power system (UPS), install new air tight conduits for IT and power cables, install new air tight doors, windows, and ceilings, install new floor finishes, and upgrades to the existing electrical lighting and backup power systems.

Project Need/Justification: The main server room is located in a facility constructed in the 1980's and not designed to support the functions of an IT server room. The existing server room, which was converted from an engineering file room, is not adequately cooled or powered and lacks adequate fire suppression for its intended function. The current HVAC is not designed to support the heat generated or cooling levels needed for the server room. The existing fire suppression system is a regular wet system. A wet system locks water in the piping system with heat sensitive valves (mostly glass) at sprinkler heads. Water is released when heat breaks the glass that holds the valve shut. The current sprinkler heads are above the IT equipment without any shield to protect electronics.

The proposed fire suppression system will include a pre-action automatic sprinkler and clean agent fire suppression system for various areas in the server room. These fire suppression systems are industry standards for data centers and server rooms.

The additional structural and architectural modifications to the room are needed to provide an air tight environment to allow both fire suppressions to properly function and maintain

appropriate temperatures. The installation of new cabling and UPS units are needed for backup power during power outages.

17. Replacement of Tractor Mower

Project Description: This project will fund the replacement of a Tractor Mower for the Airport. The proposed John Deere Tractor Mower will replace the current John Deere Tractor Mower that was purchased in 1986. The current Tractor Mower is approximately 31-years old and beyond its useful service life and does not meet the minimum requirements of the California Air Resource Board (CARB) regulations. The Airport currently uses one Tractor Mower to maintain the airfield infield grass areas. The new Tractor Mower will also be procured to be equipped with lights and radio equipment in order to contact the air traffic control tower.

Project Need/Justification: This project will increase safety at the Airport with the acquisition of new Tractor Mower to maintain grass heights and foreign object debris (FOD) in the Airport infield areas. The FAA recommends that grass lengths are kept between 6 -12 inches to prevent flocking birds from nesting the infield areas. The infield has approximately 595 acres of infield grass and the acquisition of the Tractor Mower will allow the Airport to maintain the recommended grass lengths to deter birds.

18. Wildlife Mitigation – Installation of Bird Netting

Project Description: This project will install bird netting in Hangars #2 and #35 at the Airport. Permanent bird exclusion netting will be installed to prevent bird usage of overhead beams for roosting and nesting in the Air Cargo and Fire Station Hangars. This project will install approximately 27,500 square-feet of 2¾-inch netting in Hangar #2 (Air Cargo) and approximately 37,800 square-feet of 2¾-inch of mesh netting in Hangar #35 (Fire Station).

Project Need/Justification: The Wildlife Mitigation Plan developed by the consulting firm AMEC in May 2014 recommended actions to reduce wildlife strike hazards on the Airport. One of those action items was the installation of exclusion netting to prevent bird usage of overhead beams for roosting and nesting in open hangars. Birds are major threat to safety at the Airport.

Exclusion netting is a proven method to deter birds from nesting in large interior areas. Since the Hangar doors are typically open all day for both the Cargo operations and Fire Station; the exclusion netting will prevent birds from nesting in the hangars.

19. Replacement Airfield Sweeper

Project Description: This project will fund the acquisition of 2017 Isuzu Nitehawk Raptor Sweeper (Sweeper) at the Airport. The Sweeper will be powered by a 215 hp, Isuzu 4HK1-TC,

5.2L turbo diesel engine. The Sweeper replaced the 2009 GMC Sweeper and includes a five cubic yard stainless steel hopper and inspection doors with adjustable left and right curb brooms, 17-foot LED beacon bar, LED bumper flashers, and rear tool box.

Project Need/Justification: The current Sweeper is approximately 9-years old and nearing the end of its useful life. The cost to maintain this equipment in the last fiscal year was roughly half of the original purchase price. The proposed sweeper is necessary in order to control FOD on the surface of the Aircraft Operations Area (AOA) and preserve the level of safety on the airfield. BUR handles approximately 131,000 annual operations.

20. Acquisition of Airfield Shoulder Safety Area Sweeper-Scrubber

Project Description: This project will fund the acquisition of a CS7000 Advance Combination (Sweeper-Scrubber) for the Airport. The Sweeper-Scrubber will include a 48-inch pivoting scrub deck, breakaway squeegee, high-capacity 75 gallon tanks, rear wheel steer, and tilt-out recovery tanks.

Project Need/Justification: This project will increase safety with the acquisition of the Sweeper-Scrubber. This Sweeper-Scrubber is smaller than the standard Airfield Sweeper and designed to sweep the aircraft gate areas and in/around the airfield signs where the larger sweeper cannot operate. The Airport currently uses one pavement sweeper to maintain the removal of FOD from the aircraft movement surfaces.

The length and height of the current larger Sweeper is unable to be used in or around the aircraft gates without the use additional third-party resources to move equipment to allow sweeping. This new sweeper is necessary in order to control FOD on the surface of the AOA and to preserve the level of safety on the airfield.

21. PFC Administrative Costs

Project Description: This project will provide for the preparation and implementation of an application to "Impose Only" and "Impose and Use" a Passenger Facility Charge (PFC) at the Airport, which will be submitted to the FAA. Staff and consultants will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required airline consultation notice; ensure that all procedural requirements are met for the airline meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the airline notice upon FAA approval.

Project Need/Justification: Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative costs for this

PFC application and future reporting, as well as the potential cost associated with the annual audit of the Authority's PFC Program, are also included in the total project cost. This project is eligible in accordance with 14 CFR 158.3 *PFC Administrative Support Cost.*

The Authority will seek authority from the FAA to use PFCs with the following characteristics:

- **PFC level:** A four dollar and fifty cent ($4.50) charge on passengers enplaned at the Airport.
- **Charge effective date:** July 1, 2022 (which reflects the estimated charge expiration date for approved PFC Application No. 17-14-C-00-BUR).
- **Estimated charge expiration date:** April 1, 2039 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).
- **Estimated Total PFC Impose Revenue**: $255,912,620 based on 3.0 percent annual growth in enplanements beginning in 2016 and a 90 percent collection rate on enplaned passengers.

Description	Total PFC
Terminal Replacement	$86,630,284
Taxiway and Service Road Extensions and Improvements	$67,906,159
Construction of Landside Roadway Network	$34,951,700
Demolition and Cleanup of Existing Terminal and Obstructions	$18,973,780
Construct ARFF Station	$41,193,075
Design for Rehabilitation of Taxiway C and D West End	$116,540
Acquisition of Airport Pavement Management System	$58,150
Conduct an Environmental Impact Statement	$582,300
Replacement of Airfield Marking Painting Equipment	$30,000
Replacement of Continuous Friction Measuring Equipment	$49,625
Replacement of Emergency Generator	$3,000,000
Replacement of Interactive Education Training System	$150,000
Replacement of Digital Video Security System - Storage Area Network	$800,000
Acquisition of additional Security Cameras	$80,000
Replacement of Emergency Response Vehicle	$180,000
Rehabilitation and Upgrade of Main Server Room	$600,000
Replacement of Tractor Mower	$187,000
Acquisition of Wildlife Mitigation Bird Netting	$97,500
Replacement of Airfield Sweeper	$175,000
Acquisition of Airfield Shoulder Safety Area Sweeper Scrubber	$90,000
PFC Administrative Costs	$61,507
TOTAL	**$255,912,620**