

TPAC STAFF REPORT

SUBJECT: Airport Land Use Plan Update

MEETING DATE: September 1, 2011

AGENDA ITEM: 4

STAFF CONTACT: William Yim

RECOMMENDATION:

Receive informational report on finalized scope of work for the Airport Land Use Plan Update.

DISCUSSION:

The purpose of this staff report is to share with TPAC the finalized scope of work regarding the Airport Land Use Plan (ALUP) Update. SBCAG has finalized the scope of work with the selected aviation consultant, SHS Planning. The scope of work and the contract will be submitted to the SBCAG Board for approval on September 15, together with the Caltrans grant agreement.

The current ALUP was adopted in 1993 and has not been updated since that time.

Last September, SBCAG received a State grant of \$90,000 for the Airport Land Use Plan update. More recently, SBCAG also received additional funding contribution commitments from various airport operators totaling \$30,000 toward making up a total budget of \$120,000 for the ALUP update. Staff is in the process of finalizing the State funding agreement with Caltrans Division of Aeronautics and hopes to complete it by the end of August.

In April this year, the Technical Advisory Committee (TAC) selected the SHS Planning Team as the consulting team for the ALUP update. SBCAG has now finalized the scope of work with SHS Planning Team. The ALUP update will address four public use airports, one military airfield (Vandenberg Air Force Base) and one private airstrip. The ALUP update will include:

- Element 1: Project Support and Coordination
- Element 2: Community Outreach (Comprehensive Option)
- Element 3: Preparation of Land Use Compatibility Planning Criteria (Noise, Safety, Airspace Protection, and Overflight including thresholds for review and GIS maps)

Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

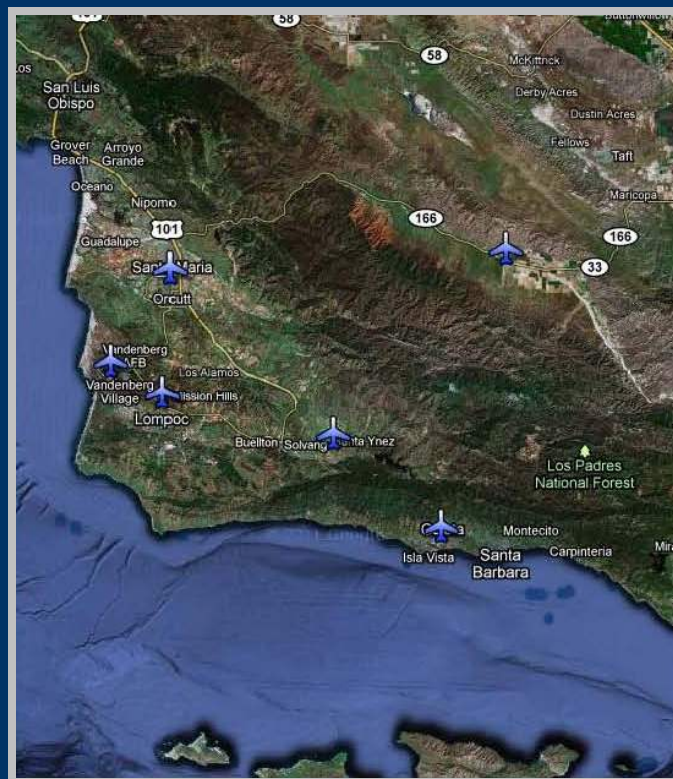
Given the budget constraints for this countywide plan, the final scope of work does not include any environmental analysis of the ALUP update. Environmental review in compliance with CEQA could be conducted in-house with assistance from local jurisdictions. Alternatively, additional funding will need to be found to address this work component. SBCAG is in the process of seeking other possible funding sources in case a more comprehensive environmental analysis is required.

Attached to this report is the finalized Scope of Work for TPAC review. Staff will be submitting a finalized contract and scope of work to our Board for approval on September 15, 2011, along with the Caltrans grant agreement.

Attachment: Finalized Scope of Work, SHS Planning

File: CP 03-03-01b
Grp\ALUC\ALUP\ALUPUpdate\Joint TTAC TPAC Sept 11 meeting\TPAC Item 4 ALUP Update Stf Rpt.doc

DRAFT FINAL SCOPE OF WORK FOR AIRPORT LAND USE COMPATIBILITY PLAN FOR SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS



Prepared By:

SHS Planning
Gatzke Dillon & Ballance LLP
URS Corporation
Ecology & Environment, Inc.

Prepared For:

William Yim
Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, California 93110

July 18, 2011

SHS PLANNING

July 18, 2011

William Yim
Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, California 93110-1315

Re: *Draft Final Scope of Work for the Santa Barbara County Association of Governments to Update the Santa Barbara County Airport Land Use Compatibility Plan*

Dear Mr. Yim:

The SHS Planning Team is pleased to submit our Draft Final Scope of Work (SOW) for the Santa Barbara County Association of Governments' (SBCAG) review to update the Santa Barbara County Airport Land Use Compatibility Plan (ALUCP).

For this Draft Final SOW, Ms. Sandi Sawa, principal at SHS Planning, is the person responsible for primary communication with the SBCAG. Ms. Sawa can be reached via telephone at 619-327-9722; and email at sandi@shsplanning.com. Ms. Ballance, partner at Gatzke Dillon & Ballance LLP, is the person responsible for communication with SBCAG in the event that Ms. Sawa cannot be immediately reached. Ms. Ballance can be reached via telephone at 760-431-9501; facsimile at 760-431-9512; and email at lballance@gdandb.com.

We appreciate the opportunity to submit this Draft Final SOW and trust that you will find our SOW responsive to your requirements.

Sincerely,

The SHS Team



Sandi Sawa
SHS Planning



Lori Ballance
Gatzke Dillon & Ballance LLP

WORK PLAN

The SHS Team's proposed Draft Final Scope of Work (SOW) is structured around the elements of the project.

ELEMENT 1: PROJECT SUPPORT AND COORDINATION

The SHS Team has worked extensively with projects of this nature. The following procedures have been successfully applied on prior projects.

Coordination Meetings, Project Monitoring and Invoicing

As requested, the SHS Project Managers would attend periodic project status meetings at the SBCAG offices. In addition, conference calls, to the extent necessary, would be held on a regular basis. The SHS Project Manager would ensure that tasks performed by all team members are completed on time and within budget. The GDB Policy Manager would prepare monthly invoices throughout the duration of the project.

Deliverables: Materials relevant for each project status meeting and/or conference call. Monthly invoices.

ELEMENT 2: COMMUNITY OUTREACH

SHS Planning would lead the outreach effort, with support from the entire Team.

Community Outreach Plan

In coordination with SBCAG staff, the team would develop a community outreach plan that includes the coordination with SBCAG, the Technical Advisory Committee (TAC), the Airport Land Use Commission (ALUC) and affected stakeholders. The plan will include:

- Identification of affected stakeholders
- Appropriate communication tools including:
 - o Up to five (5) meetings with the TAC, including the initial meeting to introduce the planning process and policy considerations, one (1) meeting to explain the four compatibility factors and how they would be addressed in the ALUCP, one (1) meeting to review the draft ALUCP policies and provide a venue for feedback, one (1) meeting to follow up on any outstanding concerns and a final meeting to review the final ALUCP policies,
 - o Two (2) ALUC workshops or one workshop and one (1) meeting,
 - o A series of one on one meetings with key stakeholders
 - o Development of written materials supporting the process.

Deliverables: A community outreach plan and materials relevant for each TAC meeting and ALUC workshop.

ELEMENT 3: ALUCP PREPARATION

This element involves the preparation of one ALUCP for the six airports in Santa Barbara County including Santa Barbara Airport, Vandenberg Air Force Base (Vandenberg AFB), Santa Ynez, Santa Maria, Lompoc and New Cuyama Airports.

Land Use Compatibility Planning Criteria

Consistent with the guidance in the latest California Department of Transportation, Division of Aeronautics Airport Land Use Compatibility Handbook (*Handbook*), the Team proposes to develop an ALUCP that focuses on four main compatibility factors: noise; safety; airspace protection; and, overflight. In order to effectuate the desired level of compatibility planning, each factor would be addressed through the development of comprehensive policies (and, in the case of noise and safety, land use-specific compatibility matrices), and maps that clearly illustrate the geographic boundaries of each factor.

The current ALUP would provide the starting point for the development of these policies and maps. Information contained in the current ALUP would be updated as appropriate for use in preparation of the ALUCP. In addition to the current ALUP, recommendations included in the Santa Barbara Airport Part 150 study, as well as data included in the airport master plans, current Airport Layout Plans (ALPs), and AICUZ for Vandenberg AFB would also be used. The current General Plans for jurisdictions controlling land uses around airports would be used in conjunction with the updated compatibility factors to develop the compatibility policies.

By following this approach, the Team would avoid duplicating already completed work by using the latest data available to create the compatibility factors and corresponding policies. Essentially, the Team would consolidate existing policy language, compare and update the policy language to reflect consistency with current Caltrans guidelines, and provide the policy language to the TAC and other entities through the communication and outreach program for refinement and adjustment as appropriate.

The compatibility policies would identify whether proposed land uses are “compatible”, “conditionally compatible”, or “incompatible” with aeronautical operations. The list of land uses provided in the compatibility policies and tables would be based on generalized land uses derived from the permissible land uses included in the affected local agencies’ land use planning controls (e.g., general plan; zoning ordinance).

For information purposes, the primary policy underpinnings of each factor are summarized below:

Noise: The purpose of noise compatibility policies is to avoid the establishment of new incompatible land uses and limit the exposure of users to levels of aircraft noise that can disrupt the activities involved. The characteristics of the airport and the surrounding land use community would be taken into account in determining the level of noise deemed acceptable for each type of land use. For example, a FAA Part 150 study considers all land uses exposed to a Day-Night Average

Sound Level (DNL) up to 65 dBA (Community Noise Equivalent Level [CNEL] 65 dBA is used in California) to be compatible with aircraft operations. For examples of existing relevant noise compatibility restrictions, the Cities of Goleta and Santa Barbara and County of Santa Barbara both have noise policies in their General Plans setting 60 dBA as the maximum noise level compatible with residential uses, and both the City and County require appropriate noise mitigation in areas above 60 dBA.

Existing noise contours would be used for all of the airports. No new noise contours would be developed by the SHS Team. The team will include in the updated ALUP the most recent noise contours available for all airports and obtain available supporting data, such as Integrated Noise Model (INM) noise input data from the technical studies, as part of the ALUP administrative record.

Safety: The purpose of safety compatibility policies is to minimize the risk of an off-airport aircraft accident or emergency landing along with increasing safety for people and property in the airport vicinity and onboard aircraft. Generic safety zones would be derived from the *Handbook* and, if necessary, modified based on the operations of each individual airport's flight and departure procedures, flight tracks, and related factors. It is anticipated that the generic safety zones would be suitable for all of the airports, with only minor adjustments made where necessary.

Airspace Protection: The purpose of airspace protection compatibility policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the airport vicinity. Typically, Part 77 airspace surfaces for airports can be found as part of airport master plan or ALP documents. However, the geometric dimensions used to define protected airspace around airports is found in FAR Part 77. Additional surfaces to be considered in airspace protection analysis may also be determined by reviewing existing Terminal Instrument Procedures (TERPS) for applicable airports.

Overflight: Given that sensitivity to aircraft overflight can vary from one person to another, the purpose of overflight compatibility policies is to help notify people about the presence of aircraft flight patterns near airports so they can make informed decisions regarding acquisition or lease of real property in affected areas. This notification often takes place through a real estate disclosure included in a property deed. Overflight mapping may also be used to identify unique instances of concern even if the land use in question is not affected by a safety zone or other compatibility factor. Overflight maps would be based on the standard flight pattern associated with runways at an airport, and may be supplemented with accumulated data reflecting actual aircraft operations (e.g., radar tracks).

A generalized chart showing aircraft approach and departure altitudes versus distance from runway end by generic aircraft types such as high performance jets and GA propeller aircraft would be incorporated.

The Team also recommends that special compatibility policies also be included in the ALUCP to address infill, nonconforming uses, reconstruction, development by right, and aviation easement dedication, and hazardous material storage including above- and under-ground fuel storage and flammable/toxic materials.

Thresholds For Review

The Team would include a chapter in the ALUCP that: (1) articulates the procedures to be utilized by the ALUC and local agencies in fulfilling the requirements of the State Aeronautics Act (Pub. Util. Code, §21670 et seq.); and (2) identifies the compatibility criteria to be utilized by the ALUC when reviewing local land use actions and airport master plans, as well as compatibility criteria to be utilized by the ALUC when reviewing amendments to local jurisdiction's land use plans (e.g., general plans; specific plans; zoning ordinances) to determine whether these plans are consistent with the ALUCP. This chapter will also help ensure that all relevant projects are submitted to the ALUC for a consistency review and determination.

In connection with this effort, the Team would include provisions addressing:

1. The effective date of the ALUCP;
2. The geographic scope of the ALUCP;
3. The types of actions that always require ALUC review;
 - a. Adoption, approval or amendment of any general plan that affects lands located within the airport influence area (Pub. Util. Code, §21676(b));
 - b. Adoption or modification of an airport master plan (Pub. Util. Code, §21676(c));
 - c. Any proposal to expand an airport, if the expansion will require an amended airport permit from Caltrans (Pub. Util. Code, §21664.5);
 - d. Any proposal for a new airport or heliport (Pub. Util. Code, §21661.5);
4. The types of other land use actions subject to ALUC review (e.g., any project located in the runway protection zone);
5. The types of land use actions subject to discretionary ALUC review;
6. The general review process for land use actions, including the timing of project submittal and the required submittal information;

7. The review process for general plans, specific plans, zoning ordinances, and building regulations;
8. The requirements that must be met for local land use controls to be considered consistent with the ALUCP;
9. The review process for other land use actions;
10. The review process for airport master plans and airport development plans.

Useful citations to the *Handbook* would be provided in connection with this discussion, as the *Handbook* contains illustrative charts that outline the general parameters of the project review process.

Deliverables: Administrative Draft ALUCP (three printed copies, an electronic copy and one reproducible CD); Public Review Draft ALUCP (three printed copies, an electronic copy and one reproducible CD); Final ALUCPs (ten printed copies, an electronic copy and one reproducible CD)

GIS Maps

Mapping for this project will be prepared using a consistent series of base maps showing the airports within the County and their associated airport influence areas, along with local roadways and other geographic data for information purposes. The electronic forms of the mapping will include the latest available parcel data, but printed forms of the maps may exclude individual parcel mapping for delineation purposes.

Two general sets of GIS data would be used in the process of updating the ALUCP. First, most airport operators have existing maps that define the FAR Part 77 airspace protection surfaces, flight patterns, safety zones, and noise contours around their airports. In some cases, this information is quite recent and would be made available to the SHS Team in GIS compatible format. In other cases, the information may be older but still current, and available as printed maps. For these latter cases, appropriate mapping will be generated by digitizing available mapping. After careful verification of this data, any inconsistencies or apparent inaccuracies would be resolved through consultation with SBCAG staff and airport operators.

The second general set of GIS data would address the land uses, both existing and future, for each jurisdiction located within the airport influence areas. In some instances (*e.g.*, the County of Santa Barbara) this information is already available. Specifically, the URS Santa Barbara office already has duplicate copies of the County GIS data base providing information for all parcels in the County jurisdiction, including current land use and General Plan land use designation, and other data fields. For other jurisdictions (*e.g.*, the Cities of Santa Barbara, Goleta, Santa Maria, and Lompoc, and perhaps others) the Team believes the data are also readily available, but would work with SBCAG staff and City representatives to acquire and assemble the data into a single GIS based system for the ALUCP. One of the very first steps in

the Scope of Work would include contacts with all local jurisdictions, to confirm the availability and format of land use data, so that the Team can refine or adjust the planned level of effort accordingly as work is initiated.

Deliverables: Electronic geospatial data base files or shape files in a format that is compatible with the SBCAG GIS system (One reproducible CD).

TASKS NOT INCLUDED IN THE SCOPE OF WORK

Tasks not covered in the Scope of Work include: (1) environmental documentation and California Environmental Quality Act (CEQA, Pub. Resources Code, §21000 et seq.) compliance; (2) development of 20 Year Forecasts and new noise exposure contours for the airports; and (3) development of updated information and supplemental analysis for Vandenberg AFB beyond what is currently provided in the AICUZ.

Environmental Documentation

The current SHS Team SOW does not include any CEQA analysis related to: (1) the level of CEQA compliance documentation required to adopt an ALUCP; and (2) the trigger point in the land use development process by which local agencies can determine whether CEQA review of a proposed project necessarily entails ALUC review. Rather, the SHS Team has been informed by SBCAG that the environmental documentation will be handled “in house” and/or an amendment to the SOW may be required to accommodate this contingency task.

Development Displacement Analysis

The current Scope of Work does not include an analysis to identify potential future land use incompatibility in areas around the airports subject to the policies of the ALUCP. This type of analysis would be a necessary component of any CEQA documentation.

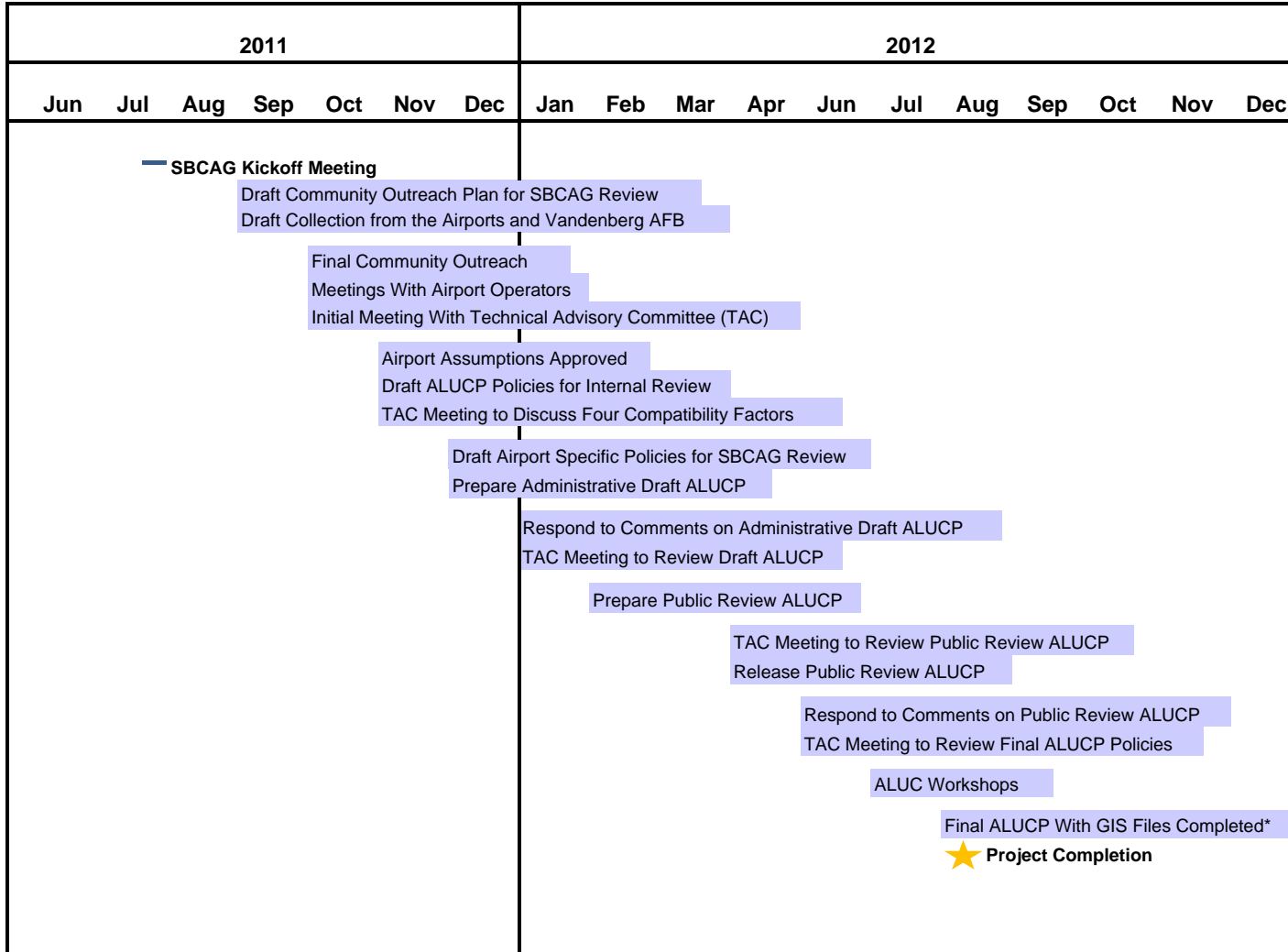
Development of 20 Year Forecasts for New Cuyama Airport

The SHS Team would necessarily need to rely on the airport operator to develop 20 year forecasts and noise contours that can be used for purposes of developing an ALUCP for New Cuyama Airport. The SHS Team would only develop safety zones, the airspace protection (using Part 77 surfaces) and overflight layers for the Airport based upon data provided by the airport operator. The independent development of forecasts and noise contours through noise modeling would be a supplemental task.

Development of New or Updated Information for Vandenberg AFB

No additional work for Vandenberg AFB other than making the ALUCP consistent with the AICUZ would be provided. The development of new noise contours, significant changes to the standard safety zones, and a TERPS analysis would be supplemental tasks unless the information already exists (e.g., Part 77 surfaces for airspace protection layer).

PROJECT SCHEDULE



*Adoption of Final ALUCP is contingent on completion of CEQA documentation.

SBCAG Airport Land Use Compatibility Plan
 Scope of Work Cost Estimate
 June 2011

Task	Project Manager \$195		Policy Project Manager/GDB Assist		Technical Project Manager \$195		Environmental Specialist \$135		Tech. Editor/ GIS/Graph \$105		Admin Assistant/ WP \$85		Total Labor Hours	Total Cost
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
1 Project Start-up														
1.1 Kick-off Meeting	8	\$ 1,560	10	\$ 2,250	8	\$ 1,560	-	\$ -	-	\$ -	-	\$ -	26	\$ 5,370
1.2 Scope of Work Revisions	4	\$ 780	2	\$ 450	4	\$ 780	-	\$ -	-	\$ -	2	\$ 170	12	\$ 2,180
Total Task 1	12	\$ 2,340	12	\$ 2,700	12	\$ 2,340	-	\$ -	-	\$ -	2	\$ 170	38	\$ 7,550
2 Data Collection														
2.1 Data and Document Collection	8	\$ 1,560	6	\$ 1,350	3	\$ 585	-	\$ -	21	\$ 2,205	-	\$ -	38	\$ 5,700
2.2 Data Validation	-	\$ -	2	\$ 450	3	\$ 585	-	\$ -	49	\$ 5,145	-	\$ -	54	\$ 6,180
Total Task 2	8	\$ 1,560	8	\$ 1,800	6	\$ 1,170	-	\$ -	70	\$ 7,350	-	\$ -	92	\$ 11,880
3 Draft ALUP														
3.1 Santa Barbara Airport														
3.1.1 Santa Barbara Airport Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.1.2 Santa Barbara Airport - Policy Analysis	12	\$ 2,340	12	\$ 2,700	-	\$ -	-	\$ -	-	\$ -	-	\$ -	24	\$ 5,040
3.2 Santa Maria Public Airport														
3.2.1 Santa Maria Public Airport Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.2.2 Santa Maria Public Airport - Policy Analysis	5	\$ 975	5	\$ 1,125	-	\$ -	-	\$ -	-	\$ -	-	\$ -	10	\$ 2,100
3.3 Lompoc Airport														
3.3.1 Lompoc Airport Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.3.2 Lompoc Airport - Policy Analysis	5	\$ 975	5	\$ 1,125	-	\$ -	-	\$ -	-	\$ -	-	\$ -	10	\$ 2,100
3.4 Santa Ynez Valley Airport														
3.4.1 Santa Ynez Valley Airport Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.4.2 Santa Ynez Valley Airport - Policy Analysis	5	\$ 975	5	\$ 1,125	-	\$ -	-	\$ -	-	\$ -	-	\$ -	10	\$ 2,100
3.5 Vandenberg Airfield														
3.5.1 Vandenberg Airfield Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.5.2 Vandenberg Airfield - Policy Analysis	8	\$ 1,560	8	\$ 1,800	-	\$ -	-	\$ -	-	\$ -	-	\$ -	16	\$ 3,360
3.6 New Cuyama Airport														
3.6.1 New Cuyama Airport Compatibility Factors Technical Work	-	\$ -	-	\$ -	2	\$ 390	-	\$ -	22	\$ 2,310	-	\$ -	24	\$ 2,700
3.6.2 New Cuyama Airport - Policy Analysis	4	\$ 780	4	\$ 900	-	\$ -	-	\$ -	-	\$ -	-	\$ -	8	\$ 1,680
Total Task 3	39	\$ 7,605	39	\$ 8,775	12	\$ 2,340	-	\$ -	132	\$ 13,860	-	\$ -	222	\$ 32,580
4 Final ALUP														
4.1 Review SBCAG Comments/Revisions	5	\$ 975	5	\$ 1,125	-	\$ -	-	\$ -	8	\$ 840	-	\$ -	18	\$ 2,940
4.2 Screencheck Draft Final ALUP	15	\$ 2,925	20	\$ 4,500	-	\$ -	-	\$ -	-	\$ -	-	\$ -	35	\$ 7,425
4.3 Prepare Final Draft ALUP	10	\$ 1,950	20	\$ 4,500	-	\$ -	-	\$ -	-	\$ -	-	\$ -	30	\$ 6,450
4.4 Final GIS Files	-	\$ -	-	\$ -	1	\$ 195	-	\$ -	4	\$ 420	-	\$ -	5	\$ 615
Total Task 4	30	\$ 5,850	45	\$ 10,125	1	\$ 195	-	\$ -	12	\$ 1,260	-	\$ -	88	\$ 17,430
5 Community Outreach														
5.1 Community Outreach Plan Development	5	\$ 975	2	\$ 450	-	\$ -	-	\$ -	-	\$ -	-	\$ -	7	\$ 1,425
5.2 Committee Meetings	20	\$ 3,900	10	\$ 2,250	12	\$ 2,340	-	\$ -	-	\$ -	-	\$ -	42	\$ 8,490
5.1 ALUC/TAC Coordination	35	\$ 6,825	35	\$ 7,875	-	\$ -	-	\$ -	-	\$ -	-	\$ -	70	\$ 14,700
Total Task 5	60	\$ 11,700	47	\$ 10,575	12	\$ 2,340	-	\$ -	-	\$ -	-	\$ -	119	\$ 24,615
6 Project Management														
6.1 PM Meetings	10	\$ 1,950	10	\$ 2,250	7	\$ 1,365	-	\$ -	-	\$ -	-	\$ -	27	\$ 5,565
6.2 Project Management	20	\$ 3,900	-	\$ -	4	\$ 780	-	\$ -	-	\$ -	2	\$ 170	26	\$ 4,850
Total Task 6	30	\$ 5,850	10	\$ 2,250	11	\$ 2,145	-	\$ -	-	\$ -	2	\$ 170	53	\$ 10,415
Subtotal Labor Charges	179	\$ 34,905	161	\$ 36,225	54	\$ 10,530	-	\$ -	214	\$ 22,470	4	\$ 340	612	\$ 104,470
Subtotal Estimated Expenses														\$ 10,645
Total Costs														\$ 115,115

SBCAG Airport Land Use Compatibility Plan
Scope of Work Cost Estimate
June 2011

ESTIMATED EXPENSES

Task	Lead	Office	Site-Visit	Per Trip(s)
1 Project Start-up		SF/SB/SD	1 trip	\$910
2 Data Collection		SF/SB/SD		
3 Draft ALUP		SF/SB/SD		
3.1.1 Santa Barbara Airport Compatibility Factors Technical Work		SF/SB/SD		
3.2.1 Santa Maria Public Airport Compatibility Factors Technical Work		SF/SB/SD		
3.3.1 Lompoc Airport Compatibility Factors Technical Work		SF/SB/SD		
3.4.1 Santa Ynez Valley Airport Compatibility Factors Technical Work		SF/SB/SD		
3.5.1 Vandenberg Airfield Compatibility Factors Technical Work		SF/SB/SD		
3.6.1 New Cuyama Airport Compatibility Factors Technical Work		SF/SB/SD		
4 Final ALUP		SF/SB/SD		
5 Community Outreach		SF/SB/SD	9 trips	\$5,625
6 Project Management		SF/SB/SD	1 trip	\$910
<i>Travel Budget Total - Tasks 1 through 6</i>				<i>\$7,445</i>
MATERIALS Tasks 1 through 6				
Document Production				\$3,000
CD Set - Draft GIS Files - 10 copies				\$100
CD Set- Final GIS Files - 10 copies				\$100
<i>Materials Budget Total - Tasks 1 through 6</i>				<i>\$3,200</i>
SUBTOTAL EXPENSES				\$10,645

Note: Site visit expenses include 1 day trips including airfare, car and misc costs