

**AGENDA FOR THE  
ENGLEWOOD CITY COUNCIL  
STUDY SESSION  
MONDAY, OCTOBER 7, 2013  
COMMUNITY ROOM**



- I. Belm, Germany Sister City Visit**  
At 5:00 p.m., City Council will welcome Bernard Wellman, Burgermeister from Englewood's Sister City, Belm, Germany.
- II. RTD Parking and Bates Station Alternatives**  
At 6:00 p.m., Deputy City Manager Mike Flaherty and Community Development Director Alan White will discuss the RTD Parking and Bates Station Alternatives.
- III. 2014 Business Summit**  
Community Development Director Alan White and Economic Development Manager Darren Hollingsworth will be present to inquire if City Council would want another business summit in 2014.
- IV. Aid to Other Agencies**  
City Council will discuss the various requests from agencies that serve the residents of Englewood.
- V. City Manager's Choice**
  - A. Network Upgrade - IT Project Manager Dawn Gilmore
- VI. City Attorney's Choice.**



# M E M O R A N D U M

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**TO:** Mayor Penn and Council Members

**THRU:** Gary Sears, City Manager

**FROM:** Alan White, Community Development Director  
Michael Flaherty, Deputy City Manager

**DATE:** October 2, 2013

**SUBJECT:** RTD FasTracks – Parking and Bates Station Alternatives

During the May 30, 2013 City Council Study Session, staff presented Council with alternatives for the planned RTD FasTracks improvements in Englewood. The voter approved FasTracks plan included a light rail station at Bates Avenue, for which FasTracks would provide 1/3 of the funding, and 440 parking spaces. At that meeting Council authorized staff to enter into discussions with RTD staff to pursue possible alternative plans. City staff met with RTD in early June to initiate these discussions. The information below describes the current FasTracks plan in more detail and alternatives approaches that were discussed with RTD.

Current estimated RTD FasTracks commitments to the City of Englewood along the SW LRT line include the following items:

- New Bates Station – \$22 Million, to be split between RTD, City, and Developer; plus RTD operational costs (\$300,000/year)
- 440 Parking Spaces - \$5 Million

Since the passage of FasTracks in 2004, estimated costs for a new Bates Station have substantially increased from \$5 million to \$22 million, a cost that has become increasingly difficult for both the City and the major property owner to absorb. As a result, the prospects for a new Bates station have diminished greatly.

Over the course of the last few years, planning and design for an expansion of the existing park-n-Ride at Englewood Station was undertaken by RTD, with the initial approval of City Council. However, the proposed expansion generated significant neighborhood opposition on the grounds that existing open space would be lost. As a result, City Council asked RTD to forgo the park-n-Ride expansion project, and instead continue to look for an alternative location.

During the course of the Englewood Light Rail Corridor Station Area Master Plan project, the project consultant heard support for acquiring station area parking at the Oxford Station from property owners with holdings in the vicinity of the station. As a result, the consultant identified two locations, one north and one south of Oxford Station that would be the most attractive for use as park-n-Ride lots.

In the past, City Council has not supported developing these properties for RTD parking in place of potential transit-oriented developments. Similar discussions with RTD staff revealed that parking at the Oxford Station was seen as less ideal than at the Englewood Station, due to less than desirable accessibility combined with the existing fare structure boundary. The result would be low utilization of any parking facilities in the area. RTD staff also indicated that RTD's view of providing parking to supplement light rail ridership had shifted towards a policy of relying on the development of multi-unit housing projects to supplement ridership. RTD staff indicated support for key pedestrian infrastructure projects that would serve to provide direct connections from proposed multi-unit housing developments to the Englewood and Oxford Stations as a way to accomplish the goal of building additional light rail ridership.

In order to alleviate periodic parking supply deficits at the Englewood Station park-n-Ride, the City has allowed over flow parking on the west half of the parking lot at Cushing Park, located immediately to the northeast of the Englewood Station park-n-Ride. The Cushing parking lot contains 80 parking spaces which are underutilized due to low park visitation on weekdays, which coincides with station park-n-Ride peak demand. The arrangement has worked well and has not caused problems for park visitation. As part of an agreement to redirect FasTracks funding allocated to Englewood, Council should consider the possibility of entering into a formal leasing arrangement with RTD to reserve the 38 parking spaces currently allowed for use as RTD over flow parking on a permanent basis, as part of the solution to the Englewood Station parking supply deficit issue.

## **ENGLEWOOD LIGHT RAIL CORRIDOR PLAN AND NEXT STEPS STUDY**

Englewood Community Development has recently applied to DRCOG for a follow up Next Steps study to the original Englewood Light Rail Corridor Station Area Master Plan. The Next Steps study will be designed to evaluate transportation design alternatives for a number of key transportation infrastructure improvements identified in the original station area master plan:

- Rail Trail Feasibility and Alternatives Analysis – includes trail alignment and bridges
- Oxford, Dartmouth, Clarkson Protected Bikeway Loop Feasibility and Alternatives Analysis
- Southwest Greenbelt Trail Improvements and Extension Feasibility and Alternatives Analysis
- Floyd Avenue Extension Feasibility and Alternatives Analysis

- Englewood Station Activation Projects Feasibility and Alternatives Analysis (station platform shelter, Englewood Parkway extension to bus transfer area and piazza redesign)

## **PROPOSAL FOR MAKING CHANGES TO RTD'S FASTRAK COMMITMENTS**

With the concurrence of City Council, staff will propose that RTD forgo FasTracks funding commitments for the Bates Station and the additional 440 parking spaces in exchange for project funding of equal value to be applied to projects identified in the Englewood Light Rail Corridor Plan.

### **Current RTD Commitments**

The City of Englewood has computed RTD's FasTracks commitments to Englewood in the following manner:

Bates Station Construction Cost:	\$7.3 Million (One third of \$22 Million)
440 Parking Spaces:	\$5.0 Million
Cushing Park Parking Spaces Lease Value:	\$0.6 Million (\$20,000 X 30 years)
Total Value	\$12.9 Million

Bates Station Operational Cost: \$9.0 Million (\$300,000/year X 30 years)

### **Cost Estimates for Potential Replacement Projects**

#### **Rail Trail**

Of the projects listed for additional study, the City's highest priority project is the Rail Trail project, stretching from Big Dry Creek to General Iron Works, and including three pedestrian bridge crossings at Oxford, Hampden, and Dartmouth Avenues. Preliminary cost estimates for this project have been developed by the Englewood Public Works Department. The cost figure includes engineering design, right-of-way acquisition, utility relocates, construction, and a 25% contingency.

Estimated total cost: \$8,022,370

Some of the cost of additional planning and preliminary engineering will be offset if the City receives the Next Steps grant.

#### **Protected Bikeway Loop**

Secondary neighborhood connection projects include a protected bikeway loop that includes Inca Street, Dartmouth Avenue, Clarkson Street, and Oxford Avenue. Community Development received cost estimates for a similar project underway in Lincoln, Nebraska. The specifications for that project included striping, a 3 to 7 foot concrete median separating the bikeway from traffic/on-street parking, and bike signals and signal modification for left turns at warranted intersections. Cost estimates were developed using \$150,000 per 300 foot block and \$50,000 per signalized intersection plus a contingency of

25%. Please note that it may be possible to reduce this cost through an alternative design that will be explored in the Next Steps study.

Estimated total cost: \$12,700,000

### **Southwest Greenbelt Trail Rebuild and Extension**

Another secondary neighborhood connection identified in the Station Area Master Plan is the Southwest Greenbelt Trail rebuild and extension from Bannock Street to the new Rail Trail located along Windermere Street at Radcliff Avenue. This project is estimated to cost \$1.75 million based on a distance of 1.4 miles at \$1,000,000 per mile plus a 25% contingency cost.

Estimated total cost: \$1,750,000

### **Englewood Station Canopy and Wind Break Shelter**

Participants in the Englewood Light Rail Corridor Station Area Master Plan identified platform weather protection for waiting passengers as a chief priority. Such a project might include an extended canopy covering the entire length of the Englewood Station platform, centered on a solid, vertical wind break wall. Community Development found an example of a similar structure at the Glenbrook Station in --Stamford, CT.

Estimated total cost: \$3,240,000

**Total Capital Costs: \$25,712,370**

### **Art Shuttle Bus Expansion Options**

Community Development also looked at the possibility of expanding the art Shuttle bus route service. The following options and corresponding additional operation and fuel cost figures were produced (current baseline 5 day/12 hour schedule = \$338,638).

Expansion of existing *art* Shuttle service

- 5 day/14 hour: \$31,487 X 30 years = \$944,610
- 6 day/12 hour: \$47,037 X 30 years = \$1,411,110
- 6 day/14 hour: \$111,312 X 30 years = \$3,339,360

New Route from Englewood Station to General Iron Works

- 5 day/14 hour: \$168,714 X 30 years = \$5,061,420
- 6 day/12 hour: \$175,300 X 30 years = \$5,259,000
- 6 day/14 hour: \$202,524 X 30 years = \$6,075,720

Expansion of existing *art* Shuttle Route from Englewood Station to General Iron Works

- 5 day/14 hour: \$200,201 X 30 years = \$6,006,030
- 6 day/12 hour: \$222,337 X 30 years = \$6,670,110
- 6 day/14 hour: \$313,836 X 30 years = \$9,451,080

In the most recent meeting with RTD, Stan Szaberek, Civic Engineering Project Manager, recommended that the City submit a formal proposal to RTD regarding alternative transit related projects to the original Englewood FasTracks approved projects. Staff is seeking Council input and concurrence on specifics of a formal proposal from the alternatives described above, however, any changes to the current FasTracks plan would be subject to approval of an intergovernmental agreement by the RTD Board of Directors and Englewood City Council.



# Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council

THROUGH: Gary Sears, City Manager  
Mike Flaherty, Deputy City Manager  
Alan White, Community Development Director ✓

FROM: Darren Hollingsworth, Economic Development Manager X

DATE: October 1, 2013

SUBJECT: Business Summit 2014 - Planning

## Business Summit

One of Council's priorities for economic development was to host a 2013 Business Summit, which took place on February 26, 2013. The event generated attendance from approximately 120 business leaders. The Business Summit was the City's first attempt to host an event of this nature and by many accounts was well received by attendees and participants. The event featured keynote presentations by Tom Clark, CEO of the Metro Denver Economic Development Corporation and Patty Silverstein, President of Development Research Partners. The event concluded with a facilitated question and answer session with Englewood City Council.

If Council wants to host a 2014 Business Summit much work will be necessary to bring together a successful event of this magnitude. As part of what is likely to be a 6 month planning process for the 2014 event, several questions of Council are necessary to shape the focus and content of the next Business Summit.

## Council Questions:

### When would Council like to hold the 2014 event?

- The 2013 event was held on Tuesday, February 26. However, holding the event in February or March involves the risk of snow showers impacting attendance. Is a spring event in April or May preferable?

**What format works best and which would Council prefer?**

- The format of the 2013 Business Summit involved 2 keynote presenters followed by a facilitated question and answer session with Council. Is this the appropriate format for 2014?
- Certain types of event formats work well at the Civic Center; however, the event could be held in a different setting and an outside facility cost would be a consideration. Is Hampden Hall the preferred location?

**Does Council have any preference for speakers or types of content? What topics or issues would be useful, relevant and/or of interest to the business community?**

- Does Council have any feedback or direction for speakers? Below is a partial list of topical speakers that might be worth consideration:
  - Kelly Brough, President and CEO of the Denver Metro Chamber of Commerce
  - Sam Mamet, Executive Director of the Colorado Municipal League
  - Ken Lund, Executive Director of the Colorado Office of Economic Development and International Trade
  - Bradley Segal, President of Progressive Urban Management Associates
  - Patty Silverstein, President of Development Research Partners
  - Other suggestions?

**Budget allocation.**

- There is currently \$1,000 allocated in the City Council budget for the 2014 Business Summit. Depending upon the format of the 2014 event, expenses could include: speaker fees, facility costs if not held at Civic Center, and catering. The only expenses incurred for the 2013 event was for catering, which was less than \$500.

Please provide input on speakers by November 18 so that speaker availability can be confirmed and the event topics solidified.



City of Englewood

**MEMORANDUM**

**TO:** Mayor Penn and Members of City Council  
**THROUGH:** City Manager Gary Sears ✓  
**FROM:** Sue Carlton-Smith, Executive Assistant ✓  
**DATE:** October 3, 2013  
**SUBJECT:** 2014 Aid To Other Agencies

Enclosed are the Aid To Other Agencies applications received from various organizations for 2014 funds. Also included with the applications is a chart depicting Aid To Other Agencies disbursed from 2009-2014 and a City Council Member's 2014 Aid chart.

Currently, the City Council 2014 Aid To Other Agencies Budget is \$20,000. The account is specifically used to provide contributions to organizations that benefit Englewood residents. The funds requested for 2014 from the various agencies are \$59,665 and in-kind services requests are \$15,942. Previously, City Council has retained approximate \$2,000 as a discretionary amount which could reduce the amount to be distributed in 2014 to \$18,000.

Also, City Council has budgeted \$1,000 in the Aid to Individuals account. The Aid to Individuals account has been used primarily to contribute to individuals who request funds throughout the year. Funds disbursed in 2013 from the Aid To Individuals account included a donation to Sophia Montoya in the amount of \$200.

Attached are copies of rental information for the Community Room and Hampden Hall. Some charges and fees are a direct cost to the City and are not usually waived.

If you have any questions, please call.



C I T Y O F E N G L E W O O D  
**I N F O R M A T I O N T E C H N O L O G Y**

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To: Mayor Penn and Englewood City Council  
Through: Gary Sears, City Manager ✓  
From: Jeff Konishi, Director – Information Technology  
Dawn Sanchez – Project Manager  
Date: October 7, 2013  
Subject: Network Upgrade

To insure that we provide a framework that will match the needs of the City, we are recommending that we begin the upgrade of the 5+ year old network infrastructure. The current network infrastructure is at the end of life and is no longer able to adequately support the day-to-day operations required by the City. In addition, we must upgrade the infrastructure to insure that we can support the increasing amounts of data that will be transported over this network – such as new Cloud applications, video data, and the increasing size of general data.

Our existing network consists of Cisco equipment; however, we did entertain the idea of replacing the network infrastructure with a different manufacturer. After discussing this possibility and receiving a quote from a competing vendor, we concluded that it would not be cost effective to change manufacturers since we would also be required to replace our phone system in addition to all network infrastructure. Replacing our existing phone system, which in manufactured by Cisco, would add an additional \$200,000+ on top of any expense to replace the network infrastructure.

Our recommendation is to move forward with 24/7 Networks quote for \$224,148.35 to replace the City's aging network. The 24/7 Networks quote is based on the State of Colorado contract and was therefore bid as the lowest quote from Cisco. All amounts have been budgeted in the Capital Improvement Project fund for 2013.



7000 S. Yosemite St., Ste 250, Centennial, CO 80112  
Tel 303.991.2224 / Fax 303.362.5731

WWW.247NETWORKS.COM

### Network Refresh - 2013 - 2 Phase Project

Company: City of Englewood		Date: September 12, 2013			
Attn: Marcus Danko		Proposal Number:			
Phone:		Account Manager: Brian von der Heydt (303)991-2224			
Fax:		Inside Sales: Brian von der Heydt (303)991-2224			
Email:		Payment Terms:			
		FAX POs To: (303)362-5731			
Product Number	Description	Qty	List Price	Unit Price	Extended Price

This proposal is valid for 30 days from the date of issuance and is subject to 24/7 Networks' Standard Terms and Conditions of Sale ([http://www.247networks.com/terms\\_and\\_conditions\\_of\\_sale.html](http://www.247networks.com/terms_and_conditions_of_sale.html))

### State Contract Number 37792

#### CORE NETWORK REPLACEMENT

##### Cisco Core 4500X - 24 Port 10 Gig Enhanced Switches - Redundant Power Supply

WS-C4500X-24X-ES	Catalyst 4500-X 24 Port 10G Ent. Services Frt-to-Bk No P/S	2	\$ 24,000.00	\$ 13,200.00	\$ 26,400.00
C4KX-PWR-750AC-R/2	Catalyst 4500X 750W AC front to back cooling 2nd PWR supply	2	\$ 2,000.00	\$ 1,100.00	\$ 2,200.00
C4KX-PWR-750AC-R	Catalyst 4500X 750W AC front to back cooling power supply	2	\$ 2,000.00	\$ 1,100.00	\$ 2,200.00
CAB-US515-C15-US	NEMA 5-15 to IEC-C15 8ft US	4	\$ -	\$ -	\$ -
CDN-SMBS-WSC24EXX	SMBS 8X5XNBD Catalyst 4500-X 24 Port 10G Ent. Service	2	\$ 1,254.00	\$ 1,065.90	\$ 2,131.80
C4500X-16P-IP-ES	IP Base to Ent. Services license for 16 Port Catalyst 4500-X	2	\$ -	\$ -	\$ -
C4KX-NM-8SFP+	Catalyst 4500X 8 Port 10G Network Module	2	\$ -	\$ -	\$ -
SFP-H10GB-CU1M=	10GBASE-CU SFP+ Cable 1 Meter	4	\$ 150.00	\$ 82.50	\$ 330.00

##### Core Switch Optics for Phase 1 WAN Upgrades

SFP-10G-SR	10GBASE-SR SFP Module		\$ 1,495.00	\$ 822.25	\$ -
SFP-10G-LR	10GBASE-LR SFP Module	2	\$ 3,995.00	\$ 2,197.25	\$ 4,394.50

##### SFPs for existing sites

GLC-SX-MMD=	1000BASE-SX SFP transceiver module, MMF, 850nm, DOM	4	\$ 500.00	\$ 275.00	\$ 1,100.00
GLC-LH-SMD=	1000BASE-LX/LH SFP transceiver module, MMF/SMF, 1310nm, DOM	6	\$ 995.00	\$ 547.25	\$ 3,283.50

##### Test Dev Switch

GLC-SX-MMD=	1000BASE-SX SFP transceiver module, MMF, 850nm, DOM	2	\$ 500.00	\$ 275.00	\$ 550.00
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##### Access Layer 4506 - 240 x 10/100/1000 PoE Ports - 10Gig to Core - 220 PSs

WS-C4506E-S7L+96V+	4506-E Chassis two WS-X4648-RJ45V+E Sup7L-E LAN Base	1	\$ 18,000.00	\$ 9,900.00	\$ 9,900.00
WS-X4648-RJ45V+E	Catalyst 4500 E-Series 48-Port PoE+ Ready 10/100/1000(RJ45)	3	\$ 7,495.00	\$ 4,122.25	\$ 12,366.75
C4500E-S7L-DEFAULT	Default WS-X45-SUP7L-E with WS-X4648-RJ45V+E Bundle	1	\$ -	\$ -	\$ -
S45EU-33-1511SG	CAT4500e SUP7-E/SUP7L-E Universal Image	1	\$ -	\$ -	\$ -
PWR-C45-2800ACV	Catalyst 4500 2800W AC Power Supply (Data and PoE)	1	\$ 1,995.00	\$ 1,097.25	\$ 1,097.25
CAB-AC-2800W-TWLK	U.S. Power Cord, Twist Lock, NEMA 6-20 Plug	2	\$ -	\$ -	\$ -
PWR-C45-2800ACV	Catalyst 4500 2800W AC Power Supply (Data and PoE)	1	\$ 1,995.00	\$ 1,097.25	\$ 1,097.25
WS-X45-SUP7L-E	Catalyst 4500 E-Series Supervisor 7L-E 520Gbps	1	\$ -	\$ -	\$ -
WS-X4648-RJ45V+E	Catalyst 4500 E-Series 48-Port PoE+ Ready 10/100/1000(RJ45)	2	\$ -	\$ -	\$ -
C4500E-LB	License for Lan Base	1	\$ -	\$ -	\$ -
SFP-H10GB-CU5M	10GBASE-CU SFP+ Cable 5 Meter	2	\$ 260.00	\$ 143.00	\$ 286.00

##### Cisco 24 Port DMZ Switches

WS-C3560X-24T-E	Catalyst 3560X 24 Port Data IP Services	2	\$ 8,300.00	\$ 4,565.00	\$ 9,130.00
CAB-3KX-AC	AC Power Cord for Catalyst 3K-X (North America)	2	\$ -	\$ -	\$ -
S356XVK9T-12255SE	CAT 3560X IOS UNIVERSAL WITH WEB BASED DEV MGR	2	\$ -	\$ -	\$ -
C3KX-PWR-350WAC	Catalyst 3K-X 350W AC Power Supply	2	\$ -	\$ -	\$ -
GLC-T=	1000BASE-T SFP	4	\$ 395.00	\$ 217.25	\$ 869.00

##### Professional Services - TurnKey Installation

		1	\$ 7,400.00	\$ 7,400.00	\$ 7,400.00
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CORE NETWORK REPLACEMENT \$ 84,736.05

Product Number	Description	Qty	List Price	Unit Price	Extended Price
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### EDGE ROUTER AND T1 ROUTER REPLACEMENT

#### Cisco 2951 - Edge Router - Copper SFPs for Connection to 4500X

CISCO2951/K9	Cisco 2951 w/3 GE 4 EHWIC 3 DSP 2 SM 256MB CF 512MB DRAM IPB	1	\$ 7,500.00	\$ 4,125.00	\$ 4,125.00
CON-SNT-2951	SMARTNET 8XSXNBD Cisco 2951 w/3 GE	1	\$ 960.00	\$ 816.00	\$ 816.00
MEM-CF-256MB	256MB Compact Flash for Cisco 1900 2900 3900 ISR	1	\$ -	\$ -	\$ -
S2951UK9-15204M	Cisco 2951 IOS UNIVERSAL	1	\$ -	\$ -	\$ -
PWR-2921-51-AC	Cisco 2921/2951 AC Power Supply	1	\$ -	\$ -	\$ -
CAB-AC	AC Power Cord (North America) C13 NEMA 5-15P 2.1m	1	\$ -	\$ -	\$ -
SL-29-IPB-K9	IP Base License for Cisco 2901-2951	1	\$ -	\$ -	\$ -
ISR-CCP-EXP	Cisco Config Pro Express on Router Flash	1	\$ -	\$ -	\$ -
MEM-2951-512MB-DEF	512MB DRAM (1 512MB DIMM) for Cisco 2951 ISR (Default)	1	\$ -	\$ -	\$ -

#### Cisco 2911 - T1 Router for Golf Maintenance

CISCO2911/K9	Cisco 2911 w/3 GE 4 EHWIC 2 DSP 1 SM 256MB CF 512MB DRAM IPB	1	\$ 2,695.00	\$ 1,482.25	\$ 1,482.25
CON-SNT-2911	SMARTNET 8XSXNBD Cisco 2911 w/3 GE4	1	\$ 440.00	\$ 374.00	\$ 374.00
S291UK9-15102T	Cisco 2901-2921 IOS UNIVERSAL	1	\$ -	\$ -	\$ -
HWIC-1DSU-T1	1-Port T1/Fractional T1 DSU/CSU WAN Interface Card	1	\$ 1,000.00	\$ 550.00	\$ 550.00
PWR-2911-AC	Cisco 2911 AC Power Supply	1	\$ -	\$ -	\$ -
CAB-AC	AC Power Cord (North America) C13 NEMA 5-15P 2.1m	1	\$ -	\$ -	\$ -
SL-29-IPB-K9	IP Base License for Cisco 2901-2951	1	\$ -	\$ -	\$ -
ISR-CCP-EXP	Cisco Config Pro Express on Router Flash	1	\$ -	\$ -	\$ -
MEM-2900-512MB-DEF	512MB DRAM for Cisco 2901-2921 ISR (Default)	1	\$ -	\$ -	\$ -
MEM-CF-256MB	256MB Compact Flash for Cisco 1900 2900 3900 ISR	1	\$ -	\$ -	\$ -

#### Professional Services - TurnKey Installation

1 \$ 2,590.00 \$ 2,590.00 \$ 2,590.00

**EDGE ROUTER AND T1 ROUTER REPLACEMENT \$ 9,937.25**

### ASA FIREWALL REPLACEMENTS

#### ASA5515 with Webfilter for 3 years

ASA5515-SSD120-K9	NGFW ASA 5515-X w/ SW 6GE Data 1GE Mgmt AC 3DES/AES SSD 120G	2	\$ 5,595.00	\$ 3,077.25	\$ 6,154.50
CON-SMBS-A155DK9	SMBS 8XSXNBD ASA 5515-X with SW,,	2	\$ 369.00	\$ 313.65	\$ 627.30
SF-ASA-CX-9.1-K8	ASA 5500 Series CX Software v9.1	2	\$ -	\$ -	\$ -
SF-ASA-X-9.1-K8	ASA 9.1 Software image for ASA 5500-X Series5585-X & ASA-SM	2	\$ -	\$ -	\$ -
ASA5515-AW3Y-PR	ASA 5515-X CX AVC and Web Security Essentials 3Year (Promo)	2	\$ 3,450.00	\$ 1,897.50	\$ 3,795.00
ASA-AC-E-5515	AnyConnect Essentials VPN License - ASA 5515-X (250 Users)	2	\$ 150.00	\$ 82.50	\$ 165.00
ASA-AC-M-5515	AnyConnect Mobile - ASA 5515-X (req. Essentials or Premium)	2	\$ 150.00	\$ 82.50	\$ 165.00
CAB-AC	AC Power Cord (North America) C13 NEMA 5-15P 2.1m	2	\$ -	\$ -	\$ -
ASA-VPN-CLNT-K9	Cisco VPN Client Software (Windows Solaris Linux Mac)	2	\$ -	\$ -	\$ -
ASA5500-ENCR-K9	ASA 5500 Strong Encryption License (3DES/AES)	2	\$ -	\$ -	\$ -
ASA-ANYCONN-CSD-K9	ASA 5500 AnyConnect Client + Cisco Security Desktop Software	2	\$ -	\$ -	\$ -
ASA5500X-SSD120INC	ASA 5512-X through 5555-X 120GB MLC SED SSD (Incl.)	2	\$ -	\$ -	\$ -
ASA5515-MB	ASA 5515 IPS Part Number with which PCB Serial is associated	2	\$ -	\$ -	\$ -

#### Professional Services - Install and Configuration

1 \$ 2,590.00 \$ 2,590.00 \$ 2,590.00

**ASA FIREWALL REPLACEMENTS \$ 13,496.80**

### DATA CENTER NEXUS SOLUTION

#### Server Side - Nexus 5548s and 2224s - 10 GIG to the Core

N5K-C5548UP-FA	Nexus 5548 UP Chassis 32 10GbE Ports 2 PS 2 Fans	2	\$ 25,600.00	\$ 14,080.00	\$ 28,160.00
CON-SNT-C5548UP	SMARTNET 8XSXNBD Nexus 5548 UP Chassis 32 10GbE Ports	2	\$ 1,265.00	\$ 1,075.25	\$ 2,150.50
N5548-ACC-KIT	Nexus 5548 Chassis Accessory Kit	2	\$ -	\$ -	\$ -
N55-BAS1K9	Layer 3 Base License for Nexus 5500 Platform	2	\$ -	\$ -	\$ -
N55-M-BLNK	Nexus 5500 Module Blank Cover	2	\$ -	\$ -	\$ -
N55-PAC-750W	Nexus 5500 PS 750W Front to Back Airflow	4	\$ -	\$ -	\$ -
N55-D160L3-V2	Nexus 5548 Layer 3 Daughter Card Version 2	2	\$ 5,000.00	\$ 2,750.00	\$ 5,500.00
N55-8P-SSK9	Nexus 5500 Storage License 8 Ports	2	\$ 3,200.00	\$ 1,760.00	\$ 3,520.00
N5KUK9-513N2.1	Nexus 5000 Base OS Software Rel 5.1(3)N2(1)	2	\$ -	\$ -	\$ -
CAB-9K12A-NA	Power Cord 125VAC 13A NEMA 5-15 Plug North America	4	\$ -	\$ -	\$ -
N5548P-FAN	Nexus 5548P Fan Module	4	\$ -	\$ -	\$ -
SFP-H10GB-CU1M=	10GBASE-CU SFP+ Cable 1 Meter	2	\$ 150.00	\$ 82.50	\$ 165.00

Product Number	Description	Qty	List Price	Unit Price	Extended Price
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SFP-10G-SR	10GBASE-SR SFP Module	4	\$ 1,495.00	\$ 822.25	\$ 3,289.00
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**N2Ks with 10 Gig Fet Optics**

N2K-C2224TF	Nexus 2224TP with 4 FET choice of airflow/power	2	\$ 8,000.00	\$ 4,400.00	\$ 8,800.00
CON-SNT-C2224TF	SMARTNET 8X5XNBD Nexus 2224TP with 4 FET	2	\$ -	\$ -	\$ -
CAB-9K12A-NA	Power Cord 125VAC 13A NEMA 5-15 Plug North America	4	\$ -	\$ -	\$ -
FET-10G	10G Line Extender for FEX	8	\$ -	\$ -	\$ -
N2224TP-FA-BUN	Standard airflow pack: N2K-C2224TP-1GE 2AC PS 1Fan	2	\$ -	\$ -	\$ -
CON-SNT-2224TFA	SMARTNET 8X5XNBD Standard airflow pack: N2K-C2224TP-1GE	2	\$ 175.00	\$ 148.75	\$ 297.50
	Fiber Patch Cables	4	\$ 36.00	\$ 36.00	\$ 144.00
	<b>Professional Services - TurnKey Installation</b>	1	\$ 7,400.00	\$ 7,400.00	\$ 7,400.00

**DATA CENTER NEXUS SOLUTION \$ 59,426.00**

**ACCESS SWITCHING UPGRADES**

**Safety Services South Closet- 3560XS 48 ports and 10 Gig to Core**

WS-C3560X-48P-S	Catalyst 3560X 48 Port PoE IP Base	1	\$ 9,000.00	\$ 4,950.00	\$ 4,950.00
C3KX-PWR-715WAC	Catalyst 3K-X 715W AC Power Supply	1	\$ -	\$ -	\$ -
C3KX-NM-10G	Catalyst 3K-X 10G Network Module option PID	1	\$ 2,500.00	\$ 1,375.00	\$ 1,375.00
SFP-10G-LR=	10GBASE-LR SFP Module	1	\$ 3,995.00	\$ 2,197.25	\$ 2,197.25

**Dispatch Closet -3560X - 96 ports and 10 Gig to Core**

WS-C3560X-48P-S	Catalyst 3560X 48 Port PoE IP Base	2	\$ 9,000.00	\$ 4,950.00	\$ 9,900.00
C3KX-PWR-715WAC	Catalyst 3K-X 715W AC Power Supply	1	\$ -	\$ -	\$ -
C3KX-NM-10G	Catalyst 3K-X 10G Network Module option PID	2	\$ 2,500.00	\$ 1,375.00	\$ 2,750.00
SFP-H10GB-CU1M=	10GBASE-CU SFP+ Cable 1 Meter	1	\$ 150.00	\$ 82.50	\$ 82.50
SFP-10G-SR	10GBASE-SR SFP Module	1	\$ 1,495.00	\$ 822.25	\$ 822.25

**Safety Services - 4506 with 96 ports and 12 Fiber SFP Ports**

WS-C4506E-S7L+96V+	4506-E Chassis two WS-X4648-RJ45V+E Sup7L-E LAN Base	1	\$ 18,000.00	\$ 9,900.00	\$ 9,900.00
WS-X4612-SFP-E	Catalyst 4500 E-Series 12-Port GE (SFP)	1	\$ 5,995.00	\$ 3,297.25	\$ 3,297.25
C4500E-S7L-DEFAULT	Default WS-X45-SUP7L-E with WS-X4648-RJ45V+E Bundle	1	\$ -	\$ -	\$ -
S45EU-34-1512SG	CAT4500e SUP7-E/SUP7L-E Universal Image	1	\$ -	\$ -	\$ -
PWR-C45-4200ACV=	Catalyst 4500 4200W AC dual input Power Supply (Data + PoE)	2	\$ 2,995.00	\$ 1,647.25	\$ 3,294.50
CAB-US515P-C19-US	NEMA 5-15 to IEC-C19 13ft US	4	\$ -	\$ -	\$ -
WS-X45-SUP7L-E	Catalyst 4500 E-Series Supervisor 7L-E 520Gbps	1	\$ -	\$ -	\$ -
WS-X4648-RJ45V+E	Catalyst 4500 E-Series 48-Port PoE+ Ready 10/100/1000(RJ45)	2	\$ -	\$ -	\$ -
C4500E-LB-IPB	Lan Base to IP Base license	1	\$ 9,995.00	\$ 5,497.25	\$ 5,497.25
SFP-10G-SR	10GBASE-SR SFP Module	1	\$ 1,495.00	\$ 822.25	\$ 822.25
SFP-10G-LR=	10GBASE-LR SFP Module	3	\$ 3,995.00	\$ 2,197.25	\$ 6,591.75
GLC-SX-MMD=	1000BASE-SX SFP transceiver module, MMF, 850nm, DOM	3	\$ 500.00	\$ 275.00	\$ 825.00
GLC-LH-SMD=	1000BASE-LX/LH SFP transceiver module, MMF/SMF, 1310nm, DOM	1	\$ 995.00	\$ 547.25	\$ 547.25

**Professional Services - Configuration Support Only**

1 \$ 3,700.00 \$ 3,700.00 \$ 3,700.00

**ACCESS SWITCHING UPGRADES \$ 56,552.25**

**PHASE 1 TOTAL \$ 224,148.35**