



**CDTA COMMITTEE AGENDA**  
**Strategic and Operational Planning Committee**  
**Thursday, March 19, 2020 | 12:00 PM | 110 Watervliet Avenue, Albany**

<b>Committee Item</b>	<b>Responsibility</b>
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, January 20, 2020	Mike Criscione
<b>Consent Agenda Items</b>	
• Approve FY2021 Budget	Mike Collins
• Approve Purchase of 122 Industrial Park Road	Chris Desany/Jeremy Smith
<b>Administrative Discussion Items</b>	
• No Items Scheduled	
<b>Executive Session</b>	
• No Items Scheduled	
Next Meeting: Thursday, April 23, 2020, 12:00pm at 110 Watervliet Ave, Albany	
Adjourn	

*\* Indicates Material (Or Additional Material) Will Be Provided at Meeting*

**Capital District Transportation Authority  
Strategic and Operational Planning Committee  
Meeting Minutes – February 20, 2019 at 12:00pm; 110 Watervliet Avenue, Albany**

In Attendance: Mike Criscione, Jayme Lahut, Mark Shaeffer, Dave Stackrow, Carm Basile, Amanda Avery, Mike Collins, Lance Zarcone, Jaime Watson, Jon Scherzer, Thomas Guggisberg, Ross Farrell, Jeremy Smith, Phil Parella, Jack Grogan, Sarah Matrose, Vanessa Salamy

**Meeting Purpose**

Regular monthly meeting of the Strategic and Operational Planning. Committee Chair Mike Criscione noted that a quorum was present. Minutes from the January 23, 2020 meeting were reviewed and approved.

**Consent Agenda Items**

**Authorize WWBRT Financial Commitment**

- The Washington-Western Bus Rapid Transit (WWBRT) line continues to be progressed through the Capital Investment Grants (CIG) Small Starts program. A key step of the process is documenting that the we are committed to funding the non-CIG portion of the project. This is a requirement for FTA staff to recommend a project for funding to USDOT administration.
- The WWBRT project under Small Starts is currently estimated to cost \$81.2 million. This is split between \$60.9 million (75%) from CIG Small Starts and \$20.3 million (25%) from non-CIG sources.
- Prior to an FTA “risk/readiness review” workshop, evidence of CDTA's local financial commitment is required via a Board resolution.
- A resolution that establishes CDTA's non-CIG local financial commitment for the Washington-Western Bus Rapid Transit project, and that staff be authorized to submit the resolution to the Federal Transit Administration will be recommended to the Board for approval.

**Approve RRS Parking Rate Hearing and Recommendation**

- Parking rates at the Rensselaer Rail Station were last increased in April 2013. At that time, we agreed that they would be reviewed every few years. The new proposed rate structure is projected to yield about \$400,000 annually in additional revenue.
- The system and policy for the new rates were provided in December, and again this month at Committee for review.

- We held a public hearing on January 29 to give customers an opportunity to comment on our proposal. We also accepted comments over the phone, via mail and email through February 15. There were two speakers at the public hearing, and we received 19 written comments (a summary was provided). Most of the comments were against any increase and a few supported the proposal. All comments will be included in the public record of the hearing.
- A change in the parking rates at Rensselaer Rail Station as described, and the new rate structure would take effect on or about April 6, 2020 and will be recommended to the Board for approval.

### **Administrative Discussion Items**

#### **FY 2021 Budget Development**

- Mike Collins provided an update on the FY2021 budget. It is shaping up to be an exciting year as the budget is being driven by two major new services, a micro transit pilot, and the launch of an employee wellness center.
- Since last month we have decreased the budget gap from \$4.2 million to \$2.6 million. Several options were presented to get to a balanced budget. Expense options included reducing a combination of health care, parts, purchased transportation and wages by \$1.3 million.
- Revenue options included increasing state operating assistance by \$1.2 million, considering increasing the use of section 5307, or using a combination of a projected budget surplus and/or reserves.
- Over the next month, we will continue to refine expense categories and make appropriate adjustments. We will be active in our advocacy efforts and working with our lobbyist and state association on increasing state funding. At this point, the estimated FY2021 budget will be approximately \$98 million.

#### **Executive Session**

No items scheduled.

#### **Next Meeting**

Thursday, March 19, 2020 at 12:00pm at 110 Watervliet Avenue, Albany

## Memorandum

March 19, 2020

To: Chairman, Strategic & Operational Planning Committee  
Members, Strategic & Operational Planning Committee

From: Mike Collins, Vice President of Finance & Administration

Subject: FY2021 Operating and Capital Budget Recommendations

### Summary

We have discussed the FY2021 budget development over the past several committee meetings and are able to recommend a budget for approval. Attached is a spending plan for next year that is balanced.

FY2021 will be an exciting year as we add major services, continue a micro transit pilot project (Flex) and add a Wellness Center to improve the health and wellness access for our employees.

The proposed operating plan is balanced at \$97.7 million. The five-year capital plan is a long-term vision for projects like our River BRT, and annual projects like our bus purchasing plan. The first year of the capital plan is funded and more robust than usual due to the \$27 million Small Starts grant for our River BRT.

### Revenue

This has been an unusual budget process because of the significant increase in service hours for FY2021. But what is unique, is that we have dedicated revenue sources that pay for most of these new services. We received a \$5 million operating grant for River BRT and have an agreement with the state to pay for most of the new services we are providing for them.

I have included highlights of what we expect from our revenue sources to balance the plan:

- We are keeping assumptions the same as last year for Mortgage Recording Tax (MRT) based on forecasted economic conditions. MRT revenue is budgeted at \$11.2 million but we expect lower interest rates to have a positive impact on this line.
- Customer revenue has been good this year and we expect this trend to continue as we anticipate revenue from River BRT service along with a hybrid Universal Access agreement with the state. We should also see a nominal increase for bike share revenue as this service is being incorporated into the operating budget.
- As we incorporate our bike share program into our operating budget, we expect a \$400,000 increase in naming rights advertising. This is a very successful program and we are looking to expand and replace bikes.

- After seven years of keeping parking rates the same, we are increasing the Rensselaer Rail Station rates and anticipate an additional \$400,000 parking revenue. Most of this increase will be reinvested in maintenance upkeep and exploring new technology.
- The federal maintenance (5307) line will increase \$300,000 due to an increase in the federal formula. The percentage of that we use towards the operating budget (75%) will not change; and 25% will be directed into our capital plan.
- We will increase State Operating Assistance (STOA) by 7.2% based on lobbying efforts at the Senate and Assembly. If this proposed increase does not occur, we will revisit our operating budget in committee next month to balance it. We can use more 5307 funding to close the gap or use some of the FY2020 projected surplus for next year.

### Expenses

We spend more than 70% of our expenses on wages and benefits, and by increasing headcounts for service expansions, this year will be no different. Most of the wages and benefits are collectively bargained. Below are highlights of the projected expenses for next year.

- As a result of the two new services, we have budgeted an 8% wage increase. This is a result of a 3% contractual increase and the new service positions.
- Health insurance is a bright spot for us this year. Because of plan design changes to our health care plan, and about 8% of our workforce not selecting our insurance (for a variety of reasons), we are able to keep the health care projection increase to 4.9%. This includes the additional employees for the new services.
- We increased Other Benefits (primarily pension) by 5.5% to accommodate contribution increases to the employee pension plan. This includes the negotiated amount along with additional employees for the new services.
- We are projecting a \$1.2 million increase to Professional Services, mainly due to incorporating our bike share program into the operating budget (50%+); growing our advertising budget to an adequate level; and improving rail station security. The bike share program has corresponding revenue to offset these expenses.
- Purchased Transportation has been underfunded in the past and we are adjusting this line to reflect actual costs, including a contract increase to our vendors. We anticipate being much closer to budget expectations this year.

## **Capital Plan**

The FY2021 Capital Plan is funded at \$53.2 million, the majority by the River BRT Small Starts grant of \$27 million. This capital plan not only includes River BRT, but also includes our bus replacement plan for 4 Electric buses; 4 Gillig buses; 6 STAR buses; 4 Flex vehicles and 2 NX coach buses. It also includes paying annual lease payment obligations which will begin to end in two years. The bus replacement plan is funded by the NYS capital plan, the Volkswagen settlement fund; and federal money through section 5339.

The plan also includes funding for Washington/Western Avenue BRT activities; a Wellness Center; facility improvements in Troy and Albany; station improvements throughout the system; and bike share expansion. Maintenance improvements include lift replacements and funding for vehicle overhauls to keep our buses in a state of good repair.

The five-year plan is attached; it must be submitted to the state on an annual basis. The first year of the plan is the only year that is funded. The state does not expect the five-year plan to be fully funded. Longer-term projects include purchasing electric buses and infrastructure; developing the Washington/Western BRT; and a new consolidated facility for operations. Most of these projects have little funding at this point. There are many other good ideas and projects; some that may be funded in the future and some that may not.

## **Recommendation**

It is recommended that the draft FY2021 Operating Plan of \$97.7 million and five-year Capital Plan at \$425.1 million be advanced by the committee to the full board for approval.

Copy: Chief Executive Officer  
Senior Staff  
Director of Finance

**Capital District Transportation Authority  
FY2021 Capital Plan  
March 18, 2020**

	Purpose	Type	Dept	2021	2022	2023	2024	2025	Total
River BRT	System Improvement	BRT	Multi	\$35,203,789	\$0	\$0	\$0	\$0	\$35,203,789
WWBRT - ETEC	System Improvement	BRT	Multi	\$4,480,115	\$0	\$0	\$0	\$0	\$4,480,115
WWBRT	System Improvement	BRT	Multi	\$0	\$42,500,000	\$42,500,000	\$0	\$0	\$85,000,000
U Albany Downtown (Robin to Lake)	System Improvement	BRT	Planning	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
85W Call Center Renovation	System Improvement	Facilities	Marketing	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Automated Access Gate - Schenectady	System Improvement	Facilities	Security	\$0	\$300,000	\$0	\$0	\$0	\$300,000
110 Driver Room	State of Good Repair	Facilities	Facilities	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Troy Driver's Locker/Bathroom	State of Good Repair	Facilities	Facilities	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Troy Mechanic's Locker/Bathroom	State of Good Repair	Facilities	Facilities	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Schenectady Driver's Locker/Bathroom	State of Good Repair	Facilities	Facilities	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Schenectady Mechanic's Locker/Bathroom	State of Good Repair	Facilities	Facilities	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Schenectady Gas Tanks	System Improvement	Facilities	Facilities	\$0	\$100,000	\$0	\$0	\$0	\$100,000
RRS Garage Repairs	State of Good Repair	Facilities	Facilities	\$0	\$692,704	\$0	\$0	\$0	\$692,704
RRS Enhancements	State of Good Repair	Facilities	Facilities	\$0	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
RRS Parking Upgrades	System Improvement	Facilities	Facilities	\$0	\$500,000	\$0	\$0	\$0	\$500,000
LED Light Replacement	System Improvement	Facilities	Facilities	\$0	\$350,000	\$0	\$0	\$0	\$350,000
Maintenance Training Room	System Improvement	Facilities	Maint	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Fuel Management System	System Improvement	Facilities	Maint	\$0	\$970,000	\$0	\$0	\$0	\$970,000
Wellness Center	System Improvement	Facilities	Human Resources	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Facilities Maintenance and Engineering	State of Good Repair	Facilities	Facilities	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$950,000
Preliminary Engineering - Facilities	State of Good Repair	Facilities	Facilities	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Facilities Audit / Electric Bus Documentation	State of Good Repair	Facilities	Facilities	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Consolidated Operations Facility	System Improvement	Facilities	Facilities	\$0	\$0	\$0	\$150,000,000	\$0	\$150,000,000
Downtown Albany Intermodal	System Improvement	Facilities	Facilities	\$0	\$0	\$50,000,000	\$0	\$0	\$50,000,000
Street Amenities (Shelter Program)	Normal Replacement	Facilities	Facilities	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Information Technology	Normal Replacement	Information Technology	IT	\$300,000	\$400,000	\$400,000	\$400,000	\$400,000	\$1,900,000
Decommission Legacy Site	Normal Replacement	Information Technology	IT	\$45,000	\$0	\$0	\$0	\$0	\$45,000
Mid-Sized Infrastructure	System Improvement	Facilities	Planning	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
Park & Ride Lots	System Improvement	Operating	Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Micro Transit Operations	System Improvement	Operating	Planning	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Car Share	System Improvement	Operating	Planning	\$110,000	\$120,000	\$120,000	\$130,000	\$130,000	\$610,000
VanPool	System Improvement	Operating	Planning	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Marketing iRide	System Improvement	Operating	Marketing	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,200,000
Bike Share Expansion	System Improvement	Operating	Marketing	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Fleet Financing 2012	Normal Replacement	Rolling Stock	Finance	\$930,000	\$930,000	\$0	\$0	\$0	\$1,860,000
Fleet Financing 2014	Normal Replacement	Rolling Stock	Finance	\$780,000	\$780,000	\$780,000	\$780,000	\$0	\$3,120,000
Camera Install	System Improvement	Rolling Stock	Maint	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Flex Vehicles	System Improvement	Rolling Stock	Maint	\$260,000	\$0	\$0	\$0	\$0	\$260,000
Non-Revenue Vehicles	Normal Replacement	Rolling Stock	Maint	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Bus Replacement Program	Normal Replacement	Rolling Stock	Maint	\$3,906,459	\$0	\$0	\$0	\$0	\$3,906,459
Electric Buses	System Improvement	Rolling Stock	Maint	\$1,600,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$61,600,000
NX Commuter Bus Replacement	Normal Replacement	Rolling Stock	Maint	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$5,500,000
STAR Buses	Normal Replacement	Rolling Stock	Maint	\$570,000	\$570,000	\$570,000	\$570,000	\$570,000	\$2,850,000
Trolleys	System Improvement	Rolling Stock	Maint	\$0	\$350,000	\$0	\$0	\$0	\$350,000
Lift Replacement	Normal Replacement	Rolling Stock	Maint	\$350,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,150,000
Mid-Life Hybrid Replacement	State of Good Repair	Rolling Stock	Maint	\$0	\$300,000	\$300,000	\$300,000	\$0	\$900,000
Vehicle Overhaul (Gillig Engine Replacement)	State of Good Repair	Rolling Stock	Maint	\$200,000	\$300,000	\$300,000	\$300,000	\$0	\$1,100,000
<b>Total Expense</b>				<b>\$53,235,363</b>	<b>\$69,092,704</b>	<b>\$113,030,000</b>	<b>\$170,540,000</b>	<b>\$19,160,000</b>	<b>\$425,058,067</b>
		Section 5307 Bus		\$1,710,000	\$0	\$0	\$0	\$0	\$1,710,000
		NYS Capital 2021 Yr 1		\$3,906,459					
		Electric Bus Incremental		\$1,600,000					
		Section 5307		\$2,785,000	\$0	\$0	\$0	\$0	\$2,785,000
		Section 5339		\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
		CMAQ - TAP (ETEC)		\$4,480,115	\$0	\$0	\$0	\$0	\$4,480,115
		CMAQ - Bike Share		\$250,000	\$0	\$0	\$0	\$0	\$250,000
		MultiModal Setaside		\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
		BRT Setaside		\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
		Small Starts		\$26,922,248	\$0	\$0	\$0	\$0	\$26,922,248
		5309 - BRT		\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
		NYS Capital 2021 Yr 1 - BRT Match		\$3,193,541	\$0	\$0	\$0	\$0	\$3,193,541
		Cities - BRT Match		\$88,000	\$0	\$0	\$0	\$0	\$88,000
		<b>Unfunded</b>		<b>\$0</b>	<b>\$66,992,704</b>	<b>\$110,930,000</b>	<b>\$168,440,000</b>	<b>\$17,060,000</b>	<b>\$368,929,163</b>

**Capital District Transportation Authority**  
**FY2021 Proposed Operating Budget**  
**March 9, 2020**

Revenue Item	FY2020 Budget	Budget to Budget Change	Proposed FY2021 Budget	% Change
Mortgage Tax	\$11,250,000	\$ -	\$ 11,250,000	0.0%
Interest Income	\$20,000	\$ -	\$ 20,000	0.0%
Customer Revenue	\$18,800,000	\$ 1,851,667	\$ 20,651,667	9.8%
Advertising	\$900,000	\$ 392,500	\$ 1,292,500	43.6%
RRS and Facilities Income	\$3,251,631	\$ 400,000	\$ 3,651,631	12.3%
Transfer from Reserves	\$0	\$ -	\$ -	0.0%
Other	\$88,500	\$ 100,000	\$ 188,500	113.0%
Federal Maintenance	\$12,401,000	\$ 300,000	\$ 12,701,000	2.4%
State Operating Assistance	\$40,881,304	\$ 2,943,454	\$ 43,824,758	7.2%
Northway Commuter Service - STOA	\$400,000	\$ -	\$ 400,000	0.0%
County Assistance	\$1,917,000	\$ -	\$ 1,917,000	0.0%
Grants	\$266,800	\$ 1,538,986	\$ 1,805,786	576.8%
<b>Total Revenue</b>	<b>\$90,176,235</b>	<b>\$7,526,607</b>	<b>\$97,702,842</b>	<b>8.3%</b>
Expense Item	FY2020 Budget	Budget to Budget Change	Proposed FY2021 Budget	% Change
Wages	\$44,856,774	\$3,520,299	\$48,377,073	8.0%
FICA	\$3,168,944	\$250,718	\$3,419,661	7.9%
Health Benefits	\$10,128,036	\$523,316	\$10,651,352	4.9%
Workers' Comp	\$2,637,708	\$0	\$2,637,708	0.0%
Other Benefits	\$3,780,538	\$208,204	\$3,988,742	5.5%
Professional Services	\$2,617,745	\$1,272,000	\$3,889,745	48.6%
Materials and Supplies	\$1,453,010	\$233,336	\$1,686,346	16.1%
Miscellaneous	\$696,750	\$40,103	\$736,853	5.8%
Maintenance Services	\$2,965,258	\$50,000	\$3,015,258	1.7%
Purchased Transportation	\$5,815,359	\$850,000	\$6,665,359	14.6%
Utilities	\$961,000	\$50,000	\$1,011,000	5.2%
Fuel	\$5,321,594	\$347,514	\$5,669,108	6.5%
Parts Tires Oil	\$4,743,920	\$126,950	\$4,870,870	2.7%
General Insurance	\$679,600	\$43,333	\$722,933	6.4%
Claims	\$350,000	\$10,833	\$360,833	3.1%
<b>Total Expenses</b>	<b>\$90,176,236</b>	<b>\$7,526,606</b>	<b>\$97,702,842</b>	<b>8.3%</b>
<b>Revenue over Expenses</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	



## Memorandum

March 19, 2020

To: Strategic & Operational Planning Committee

From: Christopher Desany, Vice President of Planning and Infrastructure

Subject: Bokland Property Purchase

### Overview

We have been discussing several exciting service-related initiatives over the past year, including River BRT, State worker transportation, and the Montgomery County expansion. Along with those initiatives is the need for adequate storage and maintenance facilities to sufficiently operate the services. This was discussed in detail during the “CDTA Garage Expansions” conversation at the September Planning meeting, and more recently the December and January Board Operations meetings.

The property across the street at 122 Industrial Park Road is currently owned by Rick Bokland who operates Bokland Custom Visuals, which works in large format printing, event production services, die cutting, graphic design, and 3D product modelling.

The location of this building is advantageous due to its proximity to 110 Watervliet Avenue and would serve as employee parking (approximately 100-120 spaces) for those displaced as a result of the Albany garage expansion. We have sought to acquire this property several times over the past 15+ years.

Staff has completed the due diligence necessary to make the purchase, including appraisal, title search, environmental and purchase agreement.

### Recommendation

I am recommending approving the purchase of 122 Industrial Park Road in an amount of \$925,000. We will schedule the closing for April, and the owner will occupy the building until July. An occupancy agreement will be put in place to set the expectations until the owner vacates. Staff has provided an explanation of development plans for the site, which includes demolition, paving, striping and lighting.

Copy: Chief Executive Officer  
Director of Procurement  
Director of Facilities

# Facilities Department 110 Watervliet Expansion

Strategic & Operational Planning Committee  
March 19, 2020



1

## Need For More Parking

- Additional Services in 2020
  - OGS State Worker
  - River BRT (indirectly)
- 50 New Employees
- Albany Garage Expansion
- Parking on Hill and Side Streets (secondary)
- Displacing ~80 Spots



2

# Property Acquisition

- Appraisal
  - July 23, 2019
  - Bauer Appraisal Group
  - 120 Spots
  - \$925,000
- Preliminary Assessment
  - CDTA/Engineer Walkthroughs
  - Open Discussions
  - Alpine Environmental
  - KCI Subsurface Scanning
- Alternative Site Review
- Brokered Negotiations
- Contract Preparation
  - Close in April
  - Owner Vacates in July



3

# Property Demolition

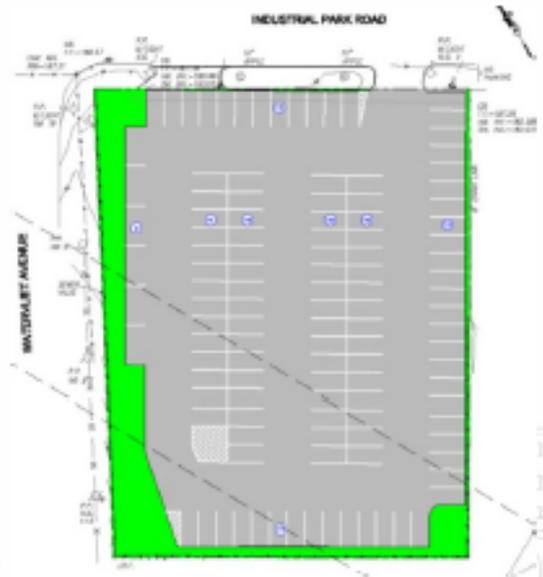
- Asbestos Abatement
  - Black Mastic, Roofing, Caulk and Tar
  - ≈ \$75,000 (higher of two estimates)
- Demolition
  - Building: \$98,500
  - Slab/Foundation/Footings: \$39,800
  - Estimated Total Demolition: \$138,500
- Bid To Contract(s)



4

# Property Construction

- Construction Costs \$506,400
- Backfill and Leveling \$ 58,040
- Mill/Page/Stripe \$ 235,150
- Lighting \$ 57,160
- Clearing/Grubbing \$ 3,000
- Fencing \$ 24,350
- Surface Removal \$ 3,500
- Sidewalk/Crosswalk \$ 16,000
- Cameras?? \$ 20,000
- Other (mobilization/survey) \$ 35,900
- Contingency (15%) \$ 89,300



# Project Costs

Funding Source: BRT Set-Aside

TOTAL COSTS		PROPERTY CONSTRUCTION	
<b>PROPERTY ACQUISITION</b>		BACKFILL & LEVELING	\$58,040.00
CONTRACT AMOUNT	\$925,000.00	MILL/PAVE/STRIPE	\$235,150.00
BROKER FEE	\$27,750.00	LIGHTING	\$57,160.00
<b>PROPERTY DEMOLITION</b>		CLEARING/GRUBBING	\$3,000.00
ABATEMENT	\$74,000.00	FENCING	\$24,350.00
BUILDING DEMO	\$100,000.00	SERVICE REMOVAL	\$3,500.00
FOUNDATION DEMO	\$40,000.00	SIDEWALK/CROSSWALK	\$16,000.00
		SECURITY CAMERAS	\$20,000.00
		OTHER COSTS	\$35,900.00
		CONTINGENCY (15%)	\$89,300.00
		<b>TOTAL</b>	<b>\$1,709,150.00</b>

