

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Yerba Buena Island Multi-use Pathway Project

Resolution [REDACTED]

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on [REDACTED] (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, [San Francisco County Transportation Authority], and the Implementing Agency, [San Francisco County Transportation Authority], sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its [6/23/2021] meeting the Commission approved the [Active Transportation Program] and included in this program of projects the [Yerba Buena Island Multi-use Pathway Project], the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as *Exhibit A*, the Project Report attached hereto as *Exhibit B*, the Performance Metrics Form, if applicable, attached hereto as *Exhibit C*, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

- 4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution [G-21-46], "Adoption of Program of Projects for the Active Transportation Program", dated [6/23/2021]
- Resolution [REDACTED], "Adoption of Program of Projects for the Local Partnership Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [REDACTED]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 San Francisco County Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 San Francisco County Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 San Francisco County Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 San Francisco County Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Yerba Buena Island Multi-use Pathway Project**

Resolution

(to be completed by CTC)

Carl Holmes

Digitally signed by Carl Holmes
Date: 2024.01.19 10:18:23 -08'00'

1/19/2024

Carl Holmes

Date

Deputy Director for Capital Projects

Project Applicant

Carl Holmes

Digitally signed by Carl Holmes
Date: 2024.01.19 10:20:49 -08'00'

1/19/2024

Carl Holmes

Date

Deputy Director for Capital Projects

Implementing Agency

David Ambuehl

01/30/2024

Dina El-Tawansy

Date

District Director

California Department of Transportation

Tony Tavares

Date

Director

California Department of Transportation

Tanisha Taylor

Date

Executive Director

California Transportation Commission

**Active Transportation Program
Benefits Form**

Project Information		
Project Title:	Yerba Buena Island Multi-use Pathway Project	1/18/2024
Project Identifier (EA, PPNO, etc): PPNO 2351		

Contact Information	
Nominating Agency: SFCTA	Agency Completing Form: SFCTA
Contact Person: Mike Tan Phone: (415) 522-4826	Contact Person: Mike Tan Phone: (415) 522-4826
Email Address: mike.tan@sfcta.org	Email Address: mike.tan@sfcta.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	0	6057	2031
	Pedestrian Counts	Each	0	2012	2031

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The projected Yerba Buena Island Multiuse Pathway bicycle and pedestrian daily traffic volume in 2031 is based on completion of the Bay Skyway Project from the West Oakland Link to theSan Francisco West Span.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/22/2023 15:58:04	
Programs	<input type="checkbox"/> LPP-C	<input checked="" type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other
District	EA	Project ID	PPNO	Nominating Agency		
04	2W550	0422000027	2351	San Francisco County Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Francisco County				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Mike Tan			415-522-4826	mike.tan@sfcta.org		

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path

Location (Project Limits), Description (Scope of Work)

Bay Skyway Phase 1 is located in San Francisco Bay Area, is a bicycle highway on the I-80 /interregional corridor from West Oakland to Treasure Island and downtown San Francisco. This project helps to complete a missing link in the Bay Trail that will connect San Francisco with the East Bay. The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal on Treasure Island.

This separated multi-use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island. The Bay Skyway project will also provide 24,000 future residents of Treasure Island a first/last mile active transportation connection with intercity rail services, including BART in Oakland and Capitol Corridor and Amtrak service in Oakland and Emeryville.

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	San Francisco County Transportation Authority
Right of Way	San Francisco County Transportation Authority
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly:	17	Senate:	11	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	9/15/2020	
Begin Environmental (PA&ED) Phase	2/1/2021	01/01/2022
Circulate Draft Environmental Document Document Type	3/1/2022	12/01/2022
Draft Project Report	5/1/2022	03/01/2022
End Environmental Phase (PA&ED Milestone)	7/26/2022	12/31/2023
Begin Design (PS&E) Phase	10/1/2022	04/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	9/26/2023	12/31/2025
Begin Right of Way Phase	3/1/2023	01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	8/28/2023	12/31/2025
Begin Construction Phase (Contract Award Milestone)	3/1/2024	04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	10/22/2025	12/31/2028
Begin Closeout Phase	3/1/2026	01/01/2029
End Closeout Phase (Closeout Report)	7/1/2026	06/30/2029

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Purpose and Need

There are multiple objectives that the Project will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi-Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2

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Additional Information

Interregional Benefits of the Bay Skyway Phase 1, which includes the Yerba Buena Island Multi-Use Path.

As part of the Bay Skyway Phase 1 Project, the Yerba Buena Island (YBI) Multi-Use Path and West Oakland Link (WOL) Path will connect local communities in YBI, Treasure Island, and East San Francisco Bay Area residents, particularly disadvantaged communities in West Oakland, to San Francisco. On the east end, the WOL will provide safer access for bicyclists and pedestrians by separating them from vehicles traveling from West Oakland to the existing Bay Skyway East Span Path, located on the San Francisco-Oakland Bay Bridge (I-80) to YBI. From there, the YBI multi-use path will connect the existing Bay Skyway East Span Path from YBI to the Treasure Island Ferry Terminal, where travelers can continue their journey to San Francisco via ferry service. Bay Skyway Phase 1 is estimated to reduce VMT, and person-hours traveled on the Bay Bridge and Transbay Corridor by 192.3 million miles and 13.6 million hours over the 20 years of analysis. The West Oakland Link is particularly important to improve safety and freight operations by eliminating interactions between trucks and freight rail cars at the Port of Oakland by creating an elevated path above the Port's infrastructure. The Port of Oakland handles 99 percent of all containerized goods that move through Northern California, with many trucks utilizing the Bay Bridge Transbay Corridor to move goods to the San Francisco Peninsula and communities along the California coast. One of the benefits of the Bay Skyway Phase 1 Project is that it will encourage local drivers to switch to active transportation, thus freeing up capacity and improving traffic on the Bay Bridge for freight trucks to transport cargo more efficiently to other regions. A preliminary study showed that up to 10% of automobile trips on the Bay Bridge can be served by bikes.

The overall plan is to connect the YBI multi-use path from YBI to San Francisco via the planned Bay Skyway Phase 2 West Span Path to provide a multi-use path across the San Francisco Bay from West Oakland to San Francisco. This would provide a low-cost, active transportation alternative to driving across the San Francisco-Oakland Bay Bridge, mitigating congestion and providing an alternative emergency evacuation route. The Bay Skyway Phase 1 also provides an alternative evacuation route from Treasure Island (also from San Francisco via ferry) to the East Bay in emergencies when traffic on the Bay Bridge is disrupted. In addition to adding bicycle, pedestrian, and micromobility trips as an option for the busy Transbay corridor, the Bay Skyway Phase 1 will help improve transit by helping fund charging infrastructure for a frequent electric ferry between Treasure Island and downtown San Francisco. In addition, the City of San Francisco has a high tourism volume from outside of the region. It is anticipated that when the Bay Skyway Project is complete, nearly 25% of the peak hour bike ridership forecast will be from tourism.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.75	0	-0.75
			PM 10 Tons	-0.71	0	-0.71
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

District	County	Route	EA	Project ID	PPNO
04	San Francisco County		2W550	0422000027	2351

Project Title
 Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)			3,000	3,800				6,800	San Francisco County Transportation
PS&E				7,600				7,600	San Francisco County Transportation
R/W SUP (CT)									San Francisco County Transportation
CON SUP (CT)									San Francisco County Transportation
R/W									San Francisco County Transportation
CON									San Francisco County Transportation
TOTAL			3,000	11,400				14,400	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)			2,000					2,000	
PS&E					6,051			6,051	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							93,040	93,040	
TOTAL			2,000		6,051		93,040	101,091	

Fund #1:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.720.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									\$3800 PSE EXT. TO 03/31/24
PS&E				3,800				3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				3,800				3,800	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To be allocated March 2024
PS&E					3,800			3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					3,800			3,800	

Fund #2:	Other State - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.800.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			1,000					1,000	
PS&E				3,800				3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000	3,800				4,800	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	Other Fed - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.335
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			1,000					1,000	
PS&E									\$1000 PAED voted 08/18/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,000					1,000	Priority Conservation Area (PCA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Fund #4:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)				3,800				3,800	San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				3,800				3,800	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Proposition L - Approved by SFCTA Board on Nov 28, 2023.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,000	1,000	
TOTAL							1,000	1,000	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								
Existing Funding (\$1,000s)									20.30.210.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Fund #8:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Potential sources include Treasure Island Development Authority funds, Housing Incentive Pool funds, Prop L funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							3,100	3,100	
TOTAL							3,100	3,100	
Fund #9:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									ITIP funds requested in 2024 STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,944	4,944	
TOTAL							4,944	4,944	

Fund #10:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Potential sources include, but are not limited to, SCCP Cycle 4, Regional Measure 3, Active Transportation Program.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							83,996	83,996	
TOTAL							83,996	83,996	