

2021-2024 Metropolitan Transportation Improvement Program Exhibit A to Resolution 23-5319				
March FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MR23-07-MAR Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave– SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

Added Amendment Notes:

The complexity of separating the Beaverton pedestrian portion from the ODOT Street improvement project results in continue discussions over the appropriate name, description, and funding composition for the project. Through the public comment process, additional tweaks and adjustments to the project name, description, and funding composition may still occur. The final version will proceed to Metro Council with no further changes then occurring.

Proposed Amendment Review and Approval Steps:

- Tuesday, February 28, 2023: Post amendment & begin 30-day notification/comment period
- Friday, March 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, March 16, 2023: JPACT meeting
- Wednesday, March 29, 2023: End 30-day Public Comment period
- Thursday, April 6, 2023: Metro Council meeting
- Wednesday, April 13, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid to late May 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

March 2023 Formal Amendment for FFY 2023 - Amendment Number MR23-07-MAR

Summary Reason for Change: The project is being re-scoped closer to Beaverton's RFFA award Canyon Rd pedestrian enhancement project



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
SCOPE CHANGE**
Re-scope project to reflect
Beaverton Canyon Rd Ped project

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	18758
Project Name: OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements	1	Fiscal Constraint Cat:	SM&O	MTIP ID:	70757
		ODOT Type	Operations	Status:	4
		Performance Goal:	Safety	Comp Date:	12/31/2028
		Capacity Enhancing:	No	RTP ID:	11440
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:		TCM:	No
		30 Day Notice End:		TSMO Award	No
		Funding Source	Metro ODOT	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	OR8	RFFA Cycle:	2016-2018
		Mile Post Begin:	3.22 3.15	UPWP:	No
		Mile Post End:	4.07 3.90	UPWP Cycle:	N/A
		Length:	0.85 0.75	Past Amend:	7
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	
		1st Year Program'd:	2015	OTC Approval:	No
		Years Active:	9	OTC Date	N/A
		STIP Amend #: 21-24-3109		MTIP Amnd #: MR23-07-MAR	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).					
Short Description: Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.					

Detailed Description:

~~Improve the safety and signal operation to provide streetscape improvements that improve the connectivity between the Creekside District and Old Town, and to improve access to transit users of OR8 (canyon Rd) in the Beaverton Regional Center Project Funding~~

Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)

STIP Description: Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. Improve signal safety and access for pedestrians including streetscape enhancements.

Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2022 - Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP (Metro)	Z230	2015		\$ 1,111,396				\$ -
STP (Metro)	Z230	2015		\$ 1,577,190				\$ 1,577,190
State STP	H240	2015		\$ 32,882				\$ 32,882
Equity B	LZ2E LZ20	2015		\$ 50,344				\$ 50,344
NHS (Min Guarantee)	Q760	2015		\$ 25,452				\$ 25,452
Redistribution	M040 M03E	2015		\$ 125,876				\$ 125,876
ADVCON	ACP0	2015		\$ 325,948				\$ 325,948
STP (Metro)	ZS30	2020			\$ 448,650			\$ -
State STBG	ZS30	2020			\$ 1,139,571			\$ -
HSIP	ZS30	2020			\$ 225,133			\$ 225,133
STP (Metro)	Z230	2023					\$ 1,974,955	
STBG-U	Z230	2024					\$ 1,957,810	\$ 1,957,810
State STBG	Z240	2023					\$ 1,615,497	\$ -
State STBG	Z240	2024					\$ 548,244	\$ 548,244
								\$ -
Note: ADVCON =Metro HIP Fund Exchange awarded funding to the project.							Federal Totals:	\$ 4,868,879

State Funds									
State (STP)	Match	2015		\$	3,764			\$	3,764
State (Equity)	Match	2015		\$	5,762			\$	5,762
State (NHS)	Match	2015		\$	2,913			\$	2,913
State (Redist)	Match	2015		\$	14,407			\$	14,407
State (STBG)	Match	2020			\$ 130,429			\$	-
State (HSIP)	Match	2020			\$ 25,767			\$	25,767
State	S010	2020			\$ 30,000			\$	30,000
State (STBG)	Match	2023					\$ 184,901	\$	-
State STBG	Match	2024					\$ 62,749	\$	62,749
								\$	-
State Total:								\$	145,362
Local Funds									
Local (STP-U)	Match	2015		\$	127,204			\$	-
Local (STP-U)	Match	2015		\$	180,516			\$	180,516
Local (AC)	Match	2015		\$	37,306				
Local (STP-U)	Match	2020			\$ 51,350			\$	-
Local (STP-U)	Match	2023					\$ 226,042	\$	-
Local (STBG-U)	Match	2024					\$ 224,080	\$	224,080
Other	OTH0	2023					\$ 3,900,000	\$	-
Other	OTH0	2024					\$ 19,107	\$	19,107
								\$	-
Local Total								\$	423,703
Phase Totals Before Amend:			\$	-	\$ 1,500,000	\$ 1,770,000	\$	-	\$ 7,901,395
Phase Totals After Amend:			\$	-	\$ 2,382,360	\$ 280,900	\$	-	\$ 2,811,990
Total Project Cost Estimate (all phases):								\$	5,475,250
Year of Expenditure Cost Amount:								\$	5,475,250

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 882,360	\$ (1,489,100)	\$ -	\$ (5,089,405)	\$ (5,696,145)
Phase Change Percent:	0%	59%	-84%	0%	-64%	-51%
Revised Match Federal:	\$ -	\$ 244,668	\$ 25,767	\$ -	\$ 286,829	\$ 557,264
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ 2,382,360	\$ 280,900			Federal Aid ID
Federal Funds Obligated:		\$ 2,137,692	\$ 225,133			S029(027)
Initial Obligation Date:		8/31/2015	11/1/2019			Other Notes
EA Number:		PE002550	R9263000			
EA Start Date:		N/A	N/A			
EA End Date:		N/A	N/A			
Known Expenditures:		N/A	N/A			

MTIP Programming Consistency Check Details and Glossary

General Areas

- 1 Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- 2 Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- 3 This amendment to the MTIP completes what action: The amendment completes a re-scoping action to become a pedestrian/safety enhancement project which is closer to the original Beaverton Canyon Rd project as awarded through the 2016-18 RFFA call. The prior ODOT intersection safety improvement piece is split off from Key 18758.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, Approved CMR, prior Metro funding award documentation, IGA 30667,

Public Notification and Comment Process:

- 5A Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
- 5B What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
- 5C Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
- 5D Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project returns closer to the original RFFA award scope for Beaverton

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11440 - TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit
1B	RTP Project Description: Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. - Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle
2B	What is the Metro modeling designation? See below: <ul style="list-style-type: none"> - Motor Vehicle Network = Major Arterial - Transit Network = Light Rail Transit + Frequent Bus - Freight = Roadway Connectors - Bicycle = Bike Parkway + Regional Bicycle - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
ADVCON	Federal Advance Construction fund type code. ADVCON is a generic federal fund placeholder. The State DOT normally covers the expenditures using their own funds until the final federal fund code is known and can be applied to the project. ADVCON is also stated as "AC" or ACPO in the STIP. In this case, the origin of the AC funds are fund exchanged federal Highway Infrastructure Program (HIP) funds between ODOT and Metro. When the final federal conversion code is known, a technical correction will occur to identify the specific programmatic federal fund code for the project
Equity B	Older federal Equity Bonus Special funds that date back to SAFETEA-LU and reflect adjusted apportionments of federal funds to the state DOTs
HSIP	Federal Highway Safety Improvement Program funds appropriated to the State DOT and applied to eligible safety related type improvement projects
NHS Minimum Guarantee	A specialized federal fund type within the National Highway System (NHS) funding program that ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a 90.5 percent return on its percentage share of contributions to the Highway Account of the HTF and that no State receives less than \$1 million annually.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Local or general state funds used above the required match to cover phase costs. Also referred to as "overmatch" funds for the project.
Redistribution	FHWA rescinds some funds from states that don't meet their annual obligation targets and redistributes them to other states as a bonus that don't meet their annual obligation targets. Redistribution funds reflect a portion of those funds Oregon received from other states by meeting Oregon's annual obligation targets
State	General state funds normally used by ODOT as the match to the required federal fund match requirement.
State STBG	Federal Surface Transportation Block Grant funds appropriated to the state DOT. The portion ODOT retains is subclassified as State STBG to differentiate it from STBG allocated to the MPOs.

STP, STP-U, or STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
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Statewide Transportation Improvement Program
Amendment Project Summary

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Key Number: 18758

2021-2024 STIP

Project Name: OR8: Canyon Rd pedestrian improvements

(DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	H240	STP STATE FLEXIBLE -		1.54%	36,645.50	89.73%	32,882.01	10.27%	3,763.49	0.00%	0.00
	LZ20	EQUITY BONUS-SPECIAL		2.36%	56,106.27	89.73%	50,344.16	10.27%	5,762.11	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT		1.84%	43,883.17	89.73%	39,376.37	10.27%	4,506.80	0.00%	0.00
	M040	FY15 REDISTRIBUTION OF FUNDS		4.05%	96,400.00	89.73%	86,499.72	10.27%	9,900.28	0.00%	0.00
	Q760	MINIMUM GUARANTEE -		1.19%	28,365.05	89.73%	25,451.96	10.27%	2,913.09	0.00%	0.00
	Z230	STP >200K		89.02%	2,120,960.01	89.73%	1,903,137.42	0.00%	0.00	10.27%	217,822.59
	PE Totals			100.00%	2,382,360.00		2,137,691.64		26,845.77		217,822.59
RW	S010	STATE		10.68%	30,000.00	0.00%	0.00	100.00%	30,000.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		89.32%	250,900.00	89.73%	225,132.57	10.27%	25,767.43	0.00%	0.00
	RW Totals			100.00%	280,900.00		225,132.57		55,767.43		0.00
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K		78.27%	2,200,997.00	89.73%	1,974,954.61	0.00%	0.00	10.27%	226,042.39
	Z240	SURFACE TRANSP BLOCK GRIS-FLEX		21.73%	610,993.00	89.73%	548,244.02	10.27%	62,748.98	0.00%	0.00
	CN Totals			100.00%	2,811,990.00		2,523,198.63		62,748.98		226,042.39
Grand Totals					5,475,250.00		4,886,022.84		145,362.18		443,864.98

2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

K18758 OR8: SW Hocken Ave - SW Short St.

Proposed funding changes via CMR08 (CMR approved 1/9/23)

1/11/2023

CMR 08						STIP AMENDMENT			BOLD = funding being added			
Phase	Current STIP	Current FFY	Proposed STIP	Proposed FFY	Change	Existing Funding Commitment	Proposed Changes to Funding Commitment	Proposed New TIP Programming	Proposed STIP Programmin based on TIP			
PE	\$1,500,000.00	2015	\$2,382,360.00	N/C	\$882,360.00	\$261,400 ODOT FIX-IT funds \$1,238,600 Metro funds w/local match	(INCREASE BY \$882,360.) Add \$325,948 in new Metro HIP funding, Beaverton pays the \$37,306 match. (\$363,254) Add \$500,000 in Metro and match funds from RW Add <u>\$19,106</u> in ODOT funds from RW	• \$280,506 ODOT (\$261,400 + \$19,106) Fix-It Funds (need fund source and if federal, need fed/match break out) • \$1,560,046 U-STBG + \$178,554 match (Beaverton) (\$1,738,600 total) • \$325,948 HIP Exchange (fund type TBD) + \$37,306 match (Beaverton) (\$363,254 total)	Fix-it 2015 164,999.99 148,054.50/16,945.49 (\$) UrbSTB 2017 1,238,600 1,111,396/127,204 (L) Fix-it 2017 96,400 86,500/9,900 (S) Fix-it 2023 19,106 17,143.81/1,962.19 (S) UrbSTB 2023 500,000 448,650/51,350 (L) from RW HIP Exc 2023 363,254.01 325,947.82/37,306.19 (L)			
RW	\$1,800,000.00	2020	\$280,900.00	2024	-\$1,519,100.00	\$1,300,000 ODOT FIX-IT funds (\$30,000 obligated) \$500,000 Metro funds w/local match	(DECREASE BY \$1,519,100) Move \$500,000 in Metro funds to PE. Remaining Metro contribution = \$0. Move <u>\$19,106</u> in ODOT funds to PE. Drop <u>\$999,994</u> from ODOT funds to the Region FP as savings.	• \$280,900 ODOT Fix-It Funds (need fund source and if federal, need fed/match break out)	Fix-it 2020 \$30,000 0/30,000 (\$) Fix-it 2023 \$250,900 225,132.57/25,767.43 (\$)			
CN	\$7,901,395.09	2023	\$2,811,989.00	2025	-\$5,089,406.09	\$1,800,398 ODOT FIX-IT funds \$2,200,997 Metro funds w/local match \$3,900,000 Beaverton funds	(DECREASE BY \$5,089,406) Keep \$2,200,997 in Metro funds. Drop \$1,189,405 in ODOT funds back to Region FP as savings. Remaining ODOT contribution = \$610,993. Drop \$3,900,00 in Beaverton funds back to Beaverton. Remaining Beaverton contribution = \$0 (not including overmatch on Metro funds)	• \$1,974,954 U-STBG + \$226,042 match (Beaverton) (\$2,200,996 total) • \$610,993 ODOT funds (need fund source and if federal, need fed/match break out)	UrbSTB 2024 2,200,997 1,974,954.61/226,042.39 (L) Fix-it 2024 610,993 548,244.02/62,748.98 (\$)			
Total	\$11,201,395.09		\$5,475,249.00		-\$5,726,146.09	\$11,201,395	\$5,475,249		\$			5,

