

**REFINED LOCALLY PREFERRED ALTERNATIVE
CASH FLOW ANALYSIS FY 2003 - 2025 (\$ YOE, 000)**

PRIMARY CORRIDOR TRANSPORTATION PROJECT REFINED LOCALLY PREFERRED ALTERNATIVE	14 YR TOTAL	23 YR TOTAL	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	2003-2016	2003-2025										
CAPITAL COSTS												
IN-TOWN BRT PROGRAM												
Fixed Facilities												
Fixed Facilities (Iwilei-Waikiki Segment)	\$72,690	\$72,690	\$7,030	\$32,425	\$33,235	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fixed Facilities (Kalihi Segment)	\$81,177	\$81,177	\$0	\$7,851	\$36,211	\$37,116	\$0	\$0	\$0	\$0	\$0	\$0
Fixed Facilities (Downtown/University Segment)	\$38,225	\$38,225	\$0	\$0	\$3,697	\$17,051	\$17,477	\$0	\$0	\$0	\$0	\$0
Fixed Facilities (Kakaako Mauka)	\$13,431	\$13,431	\$0	\$0	\$1,314	\$12,117	\$0	\$0	\$0	\$0	\$0	\$0
Transit Centers (Iwilei and Middle St.)	\$22,271	\$22,271	\$0	\$2,154	\$9,934	\$10,183	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal In-Town BRT Fixed Facilities	\$227,793	\$227,793	\$7,030	\$42,429	\$84,390	\$76,467	\$17,477	\$0	\$0	\$0	\$0	\$0
Net Cost for Hybrid-Electric Vehicles	\$15,446	\$15,446	\$0	\$7,628	\$7,818	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total In-Town BRT Program	\$243,239	\$243,239	\$7,030	\$50,056	\$92,209	\$76,467	\$17,477	\$0	\$0	\$0	\$0	\$0
EMBEDDED PLATE TECHNOLOGY												
Fixed Facilities												
EPT (Iwilei-Waikiki)	\$41,647	\$41,647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,983	\$12,246	\$12,552
EPT (Kalihi)	\$16,865	\$16,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,831	\$7,523
EPT (Downtown/University)	\$33,481	\$33,481	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EPT (Kakaako Mauka)	\$5,833	\$5,833	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal EPT Fixed Facilities	\$97,826	\$97,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,983	\$13,877	\$20,075
Net Cost of EPT Vehicles	\$31,246	\$31,246	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Embedded Plate Technology	\$129,072	\$129,072	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,983	\$13,877	\$20,075
TOTAL IN TOWN AND EMBEDDED PLATE TECHNOLOGY	\$372,310	\$372,310	\$7,030	\$50,056	\$92,209	\$76,467	\$17,477	\$0	\$0	\$3,983	\$13,877	\$20,075
REGIONAL BRT PROGRAM												
BRT Transit Centers and Parking	\$31,744	\$31,744	\$0	\$0	\$0	\$817	\$7,536	\$0	\$826	\$3,810	\$5,358	\$13,397
BRT Zipper Lanes	\$142,410	\$142,410	\$0	\$0	\$0	\$1,203	\$11,658	\$40,257	\$44,528	\$20,130	\$20,634	\$0
BRT Priority Ramp Improvements	\$70,225	\$70,225	\$0	\$0	\$0	\$0	\$0	\$0	\$6,596	\$30,426	\$31,384	\$1,819
Total Regional BRT Program	\$244,379	\$244,379	\$0	\$0	\$0	\$2,020	\$19,194	\$40,257	\$55,951	\$54,367	\$57,375	\$15,216
TOTAL IN TOWN AND REGIONAL BRT PROGRAM	\$487,618	\$487,618	\$7,030	\$50,056	\$92,209	\$78,486	\$36,671	\$40,257	\$55,951	\$54,367	\$57,375	\$15,216
TOTAL IN TOWN, EMBEDDED PLATE TECHNOLOGY, AND REGIONAL BRT PROGRAM	\$616,689	\$616,689	\$7,030	\$50,056	\$92,209	\$78,486	\$36,671	\$40,257	\$55,951	\$58,349	\$71,253	\$35,291
SYSTEM-WIDE IMPROVEMENTS												
Bus Acquisitions	\$356,426	\$632,863	\$23,194	\$32,567	\$31,931	\$25,270	\$17,409	\$18,350	\$14,689	\$11,816	\$26,998	\$16,447
TheHandi-Van Vehicle Acquisitions	\$22,905	\$43,817	\$1,324	\$0	\$1,545	\$1,663	\$1,624	\$1,664	\$1,706	\$1,838	\$1,792	\$1,837
Bus Maintenance Facility	\$35,668	\$35,668	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Kamehameha Highway Corridor and Transit Centers	\$10,982	\$10,982	\$51	\$3,907	\$2,771	\$4,253	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal System-Wide Improvements	\$425,982	\$723,331	\$24,569	\$36,473	\$36,247	\$31,186	\$19,033	\$20,014	\$16,395	\$13,651	\$28,790	\$18,284
Total Capital Costs	\$1,042,671	\$1,340,020	\$31,599	\$86,530	\$128,456	\$109,672	\$55,703	\$60,271	\$72,345	\$72,000	\$100,043	\$53,575
DEBT SERVICE PAYMENTS												
Debt Service Payments from Highway Fund on Bonds Issued before 2003	\$279,823	\$365,265	\$19,568	\$21,454	\$22,324	\$24,288	\$22,577	\$22,225	\$22,210	\$21,406	\$21,002	\$19,154
Debt Service Payments from Highway Fund on Planned Future Notes & Bonds	\$214,533	\$473,533	\$1,777	\$3,127	\$5,691	\$10,119	\$13,091	\$14,904	\$16,887	\$18,325	\$19,422	\$20,519
Debt Service Payments from Highway Fund on Additional Primary Corridor Bonds	\$32,767	\$104,159	\$0	\$0	\$0	\$0	\$1,037	\$1,179	\$1,590	\$2,885	\$3,084	\$3,855
Total Debt Service Payments from Highway Fund	\$527,123	\$942,956	\$21,345	\$24,581	\$28,016	\$34,407	\$36,705	\$38,308	\$40,686	\$42,616	\$43,508	\$43,529
TOTAL CAPITAL AND DEBT SERVICE COSTS	\$1,569,794	\$2,282,976	\$52,943	\$111,110	\$156,471	\$144,079	\$92,409	\$98,580	\$113,032	\$114,616	\$143,550	\$97,103
OPERATING COSTS												
Bus O&M	\$2,244,369	\$4,356,880	\$122,407	\$126,748	\$131,245	\$135,900	\$143,472	\$151,464	\$159,902	\$165,053	\$170,371	\$175,859
TheHandi-Van O&M	\$243,369	\$468,249	\$14,005	\$14,460	\$14,929	\$15,415	\$15,916	\$16,433	\$16,966	\$17,518	\$18,087	\$18,674
Total Operating Costs	\$2,487,738	\$4,825,129	\$136,411	\$141,208	\$146,174	\$151,315	\$159,387	\$167,897	\$176,868	\$182,572	\$188,458	\$194,533

**REFINED LOCALLY PREFERRED ALTERNATIVE
CASH FLOW ANALYSIS FY 2003 - 2025 (\$ YOY, 000)**

**PRIMARY CORRIDOR TRANSPORTATION PROJECT
REFINED LOCALLY PREFERRED ALTERNATIVE**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
CAPITAL COSTS														
IN-TOWN BRT PROGRAM														
Fixed Facilities														
Fixed Facilities (Iwilei-Waikiki Segment)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,690
Fixed Facilities (Kalihi Segment)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,177
Fixed Facilities (Downtown/University Segment)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,225
Fixed Facilities (Kakaako Mauka)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,431
Transit Centers (Iwilei and Middle St.)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,271
Subtotal In-Town BRT Fixed Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,793
Net Cost for Hybrid-Electric Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,446
Total In-Town BRT Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$243,239
EMBEDDED PLATE TECHNOLOGY														
Fixed Facilities														
EPT (Iwilei-Waikiki)	\$12,866	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,647
EPT (Kalihi)	\$7,711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,865
EPT (Downtown/University)	\$3,202	\$9,845	\$10,091	\$10,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,481
EPT (Kakaako Mauka)	\$0	\$0	\$570	\$5,262	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,833
Subtotal EPT Fixed Facilities	\$23,779	\$9,845	\$10,661	\$15,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,826
Net Cost of EPT Vehicles	\$15,430	\$15,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,246
Total Embedded Plate Technology	\$39,209	\$25,661	\$10,661	\$15,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,072
TOTAL IN TOWN AND EMBEDDED PLATE TECHNOLOGY	\$39,209	\$25,661	\$10,661	\$15,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$372,310
REGIONAL BRT PROGRAM														
BRT Transit Centers and Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,744
BRT Zipper Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,410
BRT Priority Ramp Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,225
Total Regional BRT Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$244,379
TOTAL IN TOWN AND REGIONAL BRT PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$487,618
TOTAL IN TOWN, EMBEDDED PLATE TECHNOLOGY, AND REGIONAL BRT PROGRAM	\$39,209	\$25,661	\$10,661	\$15,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$616,689
SYSTEM-WIDE IMPROVEMENTS														
Bus Acquisitions	\$32,278	\$32,328	\$28,264	\$44,887	\$45,194	\$32,527	\$34,835	\$34,819	\$30,034	\$22,853	\$16,287	\$37,217	\$22,672	\$632,863
TheHandi-Van Vehicle Acquisitions	\$1,883	\$2,026	\$1,978	\$2,028	\$2,078	\$2,237	\$2,183	\$2,238	\$2,294	\$2,469	\$2,410	\$2,470	\$2,532	\$43,817
Bus Maintenance Facility	\$0	\$17,614	\$18,054	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,668
Kamehameha Highway Corridor and Transit Centers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,982
Subtotal System-Wide Improvements	\$34,161	\$51,969	\$48,297	\$46,915	\$47,272	\$34,763	\$37,018	\$37,057	\$32,328	\$25,322	\$18,697	\$39,688	\$25,205	\$723,331
Total Capital Costs	\$73,370	\$77,629	\$58,958	\$62,520	\$47,272	\$34,763	\$37,018	\$37,057	\$32,328	\$25,322	\$18,697	\$39,688	\$25,205	\$1,340,020
DEBT SERVICE PAYMENTS														
Debt Service Payments from Highway Fund on Bonds Issued before 2003	\$19,623	\$16,560	\$13,172	\$14,260	\$12,896	\$12,789	\$12,163	\$12,061	\$10,689	\$6,214	\$6,211	\$7,796	\$4,622	\$365,265
Debt Service Payments from Highway Fund on Planned Future Notes & Bonds	\$21,148	\$22,146	\$23,243	\$24,132	\$25,185	\$26,283	\$27,122	\$28,052	\$28,953	\$29,596	\$30,619	\$31,134	\$32,055	\$473,533
Debt Service Payments from Highway Fund on Additional Primary Corridor Bonds	\$4,227	\$4,287	\$4,904	\$5,721	\$6,654	\$7,316	\$7,679	\$8,094	\$8,319	\$8,319	\$8,319	\$8,319	\$8,374	\$104,159
Total Debt Service Payments from Highway Fund	\$44,998	\$42,993	\$41,319	\$44,114	\$44,735	\$46,387	\$46,964	\$48,208	\$47,960	\$44,129	\$45,149	\$47,249	\$45,052	\$942,956
TOTAL CAPITAL AND DEBT SERVICE COSTS	\$118,368	\$120,622	\$100,277	\$106,634	\$92,007	\$81,151	\$83,982	\$85,265	\$80,288	\$69,451	\$63,846	\$86,937	\$70,256	\$2,282,976
OPERATING COSTS														
Bus O&M	\$181,525	\$187,373	\$193,409	\$199,640	\$206,073	\$212,710	\$219,563	\$226,637	\$233,938	\$241,475	\$249,255	\$257,285	\$265,574	\$4,356,880
TheHandi-Van O&M	\$19,281	\$19,908	\$20,555	\$21,223	\$21,911	\$22,624	\$23,358	\$24,119	\$24,902	\$25,712	\$26,546	\$27,409	\$28,299	\$468,249
Total Operating Costs	\$200,806	\$207,281	\$213,964	\$220,863	\$227,984	\$235,334	\$242,922	\$250,756	\$258,841	\$267,186	\$275,801	\$284,695	\$293,873	\$4,825,129

**REFINED LOCALLY PREFERRED ALTERNATIVE
CASH FLOW ANALYSIS FY 2003 - 2025 (\$ YOE, 000)**

PRIMARY CORRIDOR TRANSPORTATION PROJECT REFINED LOCALLY PREFERRED ALTERNATIVE	14 YR TOTAL	23 YR TOTAL										
	2003-2016	2003-2025	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
CAPITAL REVENUES												
FEDERAL TRANSIT ADMINISTRATION												
Section 5307 Urbanized Area Formula Funds	\$222,514	\$410,518	\$3,547	\$4,828	\$23,229	\$17,344	\$13,814	\$17,555	\$18,188	\$15,127	\$23,836	\$9,072
Section 5309 Fixed Guideway Modernization	\$20,839	\$37,629	\$1,305	\$1,331	\$1,357	\$1,384	\$1,412	\$1,440	\$1,469	\$1,499	\$1,528	\$1,559
Section 5309 Bus Discretionary	\$47,744	\$47,744		\$9,631	\$8,885	\$3,402						
Section 5309 New Start - In-Town BRT	\$186,155	\$186,155	\$3,515	\$25,028	\$45,000	\$39,337	\$8,739	\$0	\$0	\$1,991	\$6,939	\$10,038
Section 5309 New Start - Regional BRT	\$55,845	\$55,845	\$0	\$0	\$0	\$408	\$3,768	\$0	\$3,711	\$17,118	\$23,231	\$7,608
Subtotal Federal Transit Administration	\$533,097	\$737,891	\$8,367	\$40,818	\$78,471	\$61,877	\$27,732	\$18,995	\$23,368	\$35,735	\$55,535	\$28,276
FHWA/OTHER FEDERAL HIGHWAY REVENUE	\$139,659	\$139,659	\$0	\$0	\$0	\$1,207	\$11,587	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
CITY GENERAL OBLIGATION BOND PROCEEDS FOR MASS TRANSIT PROGRAM												
CIP Bond Schedule (Within levels of 2003-2008 CIP)	\$274,408	\$364,395	\$23,232	\$45,712	\$49,984	\$27,738	\$13,805	\$13,805	\$13,805	\$13,805	\$13,805	\$5,299
Additional Mass Transit Program Bonds	\$95,508	\$105,688				\$18,851	\$2,579	\$7,471	\$15,172	\$2,460	\$10,703	
Subtotal City General Obligation Bond Proceeds	\$369,916	\$462,471	\$23,232	\$45,712	\$49,984	\$46,589	\$16,384	\$21,276	\$28,977	\$16,265	\$24,508	\$5,299
Total Capital Revenues	\$1,042,671	\$1,340,020	\$31,599	\$86,530	\$128,455	\$109,673	\$55,703	\$60,271	\$72,346	\$72,000	\$100,043	\$53,575
REVENUES REQUIRED FOR DEBT SERVICE PAYMENTS												
Highway Fund	\$451,891	\$785,135	\$21,345	\$24,581	\$28,016	\$33,509	\$33,676	\$33,845	\$34,014	\$34,184	\$34,355	\$34,527
Additional Revenue Required for Mass Transit Bond Debt Service	\$75,232	\$157,821	\$0	\$0	\$0	\$898	\$3,029	\$4,464	\$6,673	\$8,432	\$9,153	\$9,002
Total Revenues Required for Debt Service Payments	\$527,123	\$942,956	\$21,345	\$24,581	\$28,016	\$34,407	\$36,705	\$38,308	\$40,686	\$42,616	\$43,508	\$43,529
TOTAL REVENUES FOR CAPITAL AND DEBT SERVICE PAYMENTS	\$1,569,794	\$2,282,976	\$52,944	\$111,111	\$156,471	\$144,080	\$92,408	\$98,579	\$113,032	\$114,616	\$143,551	\$97,104
OPERATING REVENUES												
Bus Passenger Fares	\$617,204	\$1,214,158	\$33,050	\$34,341	\$35,681	\$37,073	\$39,199	\$41,447	\$43,826	\$45,351	\$46,929	\$48,563
TheHandi-Van Fares	\$26,068	\$50,152	\$1,500	\$1,549	\$1,599	\$1,651	\$1,705	\$1,760	\$1,818	\$1,876	\$1,937	\$2,001
FTA Section 5307 Urbanized Area Formula (Preventive Maintenance)	\$174,277	\$320,017	\$20,000	\$20,000	\$2,194	\$8,686	\$12,838	\$9,733	\$9,750	\$13,477	\$5,448	\$20,909
City Operating Support for Transit O&M	\$1,670,190	\$3,240,801	\$81,861	\$85,319	\$106,701	\$103,905	\$105,645	\$114,956	\$121,475	\$121,867	\$134,145	\$123,060
Total O&M Revenues	\$2,487,738	\$4,825,129	\$136,411	\$141,208	\$146,174	\$151,315	\$159,387	\$167,897	\$176,868	\$182,572	\$188,458	\$194,533
Changes to Cash	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BEGINNING CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CHANGES TO CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENDING CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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CASH FLOW ANALYSIS FY 2003 - 2025 (\$ YOY, 000)**

**PRIMARY CORRIDOR TRANSPORTATION PROJECT
REFINED LOCALLY PREFERRED ALTERNATIVE**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
CAPITAL REVENUES														
FEDERAL TRANSIT ADMINISTRATION														
Section 5307 Urbanized Area Formula Funds	\$7,419	\$22,983	\$23,300	\$22,274	\$22,579	\$23,894	\$24,444	\$25,006	\$22,817	\$17,229	\$11,946	\$22,892	\$17,196	\$410,518
Section 5309 Fixed Guideway Modernization	\$1,590	\$1,622	\$1,654	\$1,688	\$1,721	\$1,756	\$1,791	\$1,827	\$1,863	\$1,900	\$1,938	\$1,977	\$2,017	\$37,629
Section 5309 Bus Discretionary	\$12,753	\$13,072												\$47,744
Section 5309 New Start - In-Town BRT	\$19,604	\$12,830	\$5,331	\$7,803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,155
Section 5309 New Start - Regional BRT	\$0	\$0	\$0	\$0	\$0									\$55,845
Subtotal Federal Transit Administration	\$41,367	\$50,508	\$30,285	\$31,764	\$24,301	\$25,650	\$26,235	\$26,832	\$24,681	\$19,130	\$13,885	\$24,869	\$19,212	\$737,891
FHWA/OTHER FEDERAL HIGHWAY REVENUE	\$20,000	\$6,864	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,659
CITY GENERAL OBLIGATION BOND PROCEEDS FOR MASS TRANSIT PROGRAM														
CIP Bond Schedule (Within levels of 2003-2008 CIP)	\$12,003	\$13,805	\$13,805	\$13,805	\$13,805	\$9,113	\$10,783	\$10,225	\$7,647	\$13,805	\$4,812	\$13,805	\$5,992	\$364,395
Additional Mass Transit Program Bonds		\$6,453	\$14,868	\$16,951	\$9,167							\$1,014		\$105,688
Subtotal City General Obligation Bond Proceeds	\$12,003	\$20,258	\$28,673	\$30,756	\$22,972	\$9,113	\$10,783	\$10,225	\$7,647	\$6,193	\$4,812	\$14,819	\$5,992	\$470,083
Total Capital Revenues	\$73,370	\$77,629	\$58,958	\$62,520	\$47,272	\$34,763	\$37,018	\$37,057	\$32,328	\$25,323	\$18,697	\$39,687	\$25,204	\$1,347,632
REVENUES REQUIRED FOR DEBT SERVICE PAYMENTS														
Highway Fund	\$34,699	\$34,873	\$35,047	\$35,222	\$35,398	\$35,575	\$35,753	\$35,932	\$36,112	\$36,292	\$36,474	\$36,656	\$45,052	\$785,135
Additional Revenue Required for Mass Transit Bond Debt Service	\$10,299	\$8,120	\$6,272	\$8,891	\$9,336	\$10,812	\$11,211	\$12,276	\$11,848	\$7,837	\$8,675	\$10,593	\$0	\$157,821
Total Revenues Required for Debt Service Payments	\$44,998	\$42,993	\$41,319	\$44,114	\$44,735	\$46,387	\$46,964	\$48,208	\$47,960	\$44,129	\$45,149	\$47,249	\$45,052	\$942,956
TOTAL REVENUES FOR CAPITAL AND DEBT SERVICE PAYMENTS	\$118,368	\$120,622	\$100,277	\$106,634	\$92,007	\$81,150	\$83,982	\$85,266	\$80,288	\$69,452	\$63,846	\$86,936	\$70,256	\$2,290,589
OPERATING REVENUES														
Bus Passenger Fares	\$50,252	\$52,001	\$53,810	\$55,682	\$57,621	\$59,627	\$61,702	\$63,848	\$66,071	\$68,370	\$70,749	\$73,210	\$75,758	\$1,214,158
TheHandi-Van Fares	\$2,065	\$2,132	\$2,201	\$2,273	\$2,346	\$2,423	\$2,502	\$2,583	\$2,667	\$2,755	\$2,844	\$2,935	\$3,032	\$50,152
FTA Section 5307 Urbanized Area Formula (Preventive Maintenance)	\$23,275	\$8,440	\$8,869	\$10,657	\$11,133	\$10,616	\$10,883	\$11,157	\$14,200	\$20,662	\$26,840	\$16,809	\$23,442	\$320,017
City Operating Support for Transit O&M	\$125,214	\$144,708	\$149,084	\$152,251	\$156,885	\$162,669	\$167,836	\$173,168	\$175,904	\$175,400	\$175,368	\$191,740	\$191,641	\$3,240,801
Total O&M Revenues	\$200,806	\$207,281	\$213,964	\$220,863	\$227,984	\$235,334	\$242,922	\$250,756	\$258,841	\$267,186	\$275,801	\$284,695	\$293,873	\$4,825,129
Changes to Cash	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BEGINNING CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CHANGES TO CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENDING CASH BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0