

**2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)**

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15			
<b>TRANSIT</b>																			
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	\$ 126,926,149	31.23%	Programming	\$ 81,315,787	\$ 40,000	\$ 704,421	\$ 501,778	\$ 885,229	\$ 1,908,968	\$ 1,425,643	\$ 2,742,211	\$ 4,211,937	\$ 3,324,637	\$ 4,266,009	\$ 12,134,584	\$ 16,707,722		
				Finance Costs	\$ 39,639,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 304,990	\$ 1,309,838
				Total	\$ 120,955,345	\$ 40,000	\$ 704,421	\$ 501,778	\$ 885,229	\$ 1,908,968	\$ 1,425,643	\$ 2,742,211	\$ 4,211,937	\$ 3,324,637	\$ 4,266,009	\$ 12,439,574	\$ 18,017,560		
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,852,085	\$ 50,000	\$ 15,256,611	\$ 18,397,304	\$ 23,236,343	\$ 31,430,493	\$ 2,208,823	\$ 352,780	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,852,085	\$ 50,000	\$ 15,256,611	\$ 18,397,304	\$ 23,236,343	\$ 31,430,493	\$ 2,208,823	\$ 352,780	\$ -	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -	
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,438,013	\$ 2,260,203	\$ 2,150,416	\$ 49,915,257	\$ 28,913,251	\$ 41,322,860	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,438,013	\$ 2,260,203	\$ 2,150,416	\$ 49,915,257	\$ 28,913,251	\$ 41,322,860	\$ -	\$ -		
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 304,136,549	25.25%	Programming	\$ 178,034,186	\$ -	\$ 569,870	\$ 29,000,000	\$ 3,315,884	\$ 12,776,914	\$ 27,026,550	\$ 62,301,795	\$ 12,582,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 76,782,675	\$ -	\$ -	\$ 674,303	\$ 534,381	\$ 624,052	\$ -	\$ 653,077	\$ -	\$ 3,512,590	\$ 2,123,263	\$ 6,969,177	\$ 6,353,188		
				Total	\$ 254,816,861	\$ -	\$ 569,870	\$ 29,674,303	\$ 3,850,265	\$ 13,400,966	\$ 27,026,550	\$ 62,954,872	\$ 12,582,000	\$ 3,512,590	\$ 2,123,263	\$ 6,969,177	\$ 6,353,188		
6	Electrification	\$ 26,229,698	39.43%	Programming	\$ 15,860,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 7,140,000	\$ 6,470,000	
				Finance Costs	\$ 10,343,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,866	\$ 699,235
				Total	\$ 26,203,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 7,420,866	\$ 7,169,235
7	Caltrain Capital Improvement Program	\$ 25,462,000	27.88%	Programming	\$ 16,270,541	\$ -	\$ 44,683	\$ 185	\$ 630,133	\$ 1,735,429	\$ 788,401	\$ 4,006,977	\$ 994,389	\$ 150,000	\$ 112,500	\$ 187,500	\$ 837,114		
				Finance Costs	\$ 7,098,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,549	\$ -	\$ 140,103	\$ 80,757	\$ 255,313	\$ 271,906	
				Total	\$ 23,368,935	\$ -	\$ 44,683	\$ 185	\$ 630,133	\$ 1,735,429	\$ 788,401	\$ 4,032,526	\$ 994,389	\$ 290,103	\$ 193,257	\$ 442,813	\$ 1,109,020		
8	BART Station Access, Safety and Capacity	\$ 11,771,377	23.93%	Programming	\$ 7,402,775	\$ -	\$ 209,524	\$ -	\$ 1,643,393	\$ 591,920	\$ 16,925	\$ 1,544,656	\$ 111,000	\$ 110,400	\$ 85,400	\$ 73,200	\$ 100,000		
				Finance Costs	\$ 2,816,522	\$ -	\$ -	\$ -	\$ 45,504	\$ 49,071	\$ -	\$ 17,088	\$ -	\$ 81,954	\$ 49,214	\$ 158,972	\$ 145,060		
				Total	\$ 10,219,298	\$ -	\$ 209,524	\$ -	\$ 1,688,897	\$ 640,991	\$ 16,925	\$ 1,561,744	\$ 111,000	\$ 192,354	\$ 134,614	\$ 232,172	\$ 245,060		
9	Ferry	\$ 5,629,789	28.63%	Programming	\$ 4,058,874	\$ -	\$ 8,647	\$ -	\$ -	\$ 27,973	\$ (0)	\$ 487,027	\$ 215,000	\$ -	\$ 435,000	\$ 435,000	\$ 500,000		
				Finance Costs	\$ 1,611,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015	\$ 28,108	\$ 55,044	
				Total	\$ 5,670,629	\$ -	\$ 8,647	\$ -	\$ -	\$ 27,973	\$ (0)	\$ 487,027	\$ 215,000	\$ -	\$ 436,015	\$ 463,108	\$ 555,044		
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,946,236	14.64%	Programming	\$ 8,280,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,530,000	\$ 1,116,000	\$ -	\$ -	\$ 200,000		
				Finance Costs	\$ 1,455,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,586	\$ 23,978	\$ 67,163	\$ 65,360	
				Total	\$ 9,736,567	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,530,000	\$ 1,160,586	\$ 23,978	\$ 67,163	\$ 265,360
11	F-Line Extension to Fort Mason	\$ 5,234,861	17.99%	Programming	\$ 4,158,738	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 375,000	\$ 631,800	\$ 1,338,200	\$ -	\$ -		
				Finance Costs	\$ 941,590	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,101	\$ 32,733	\$ 106,473	\$ 96,207	
				Total	\$ 5,100,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 375,000	\$ 638,901	\$ 1,370,933	\$ 106,473	\$ 96,207
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,465,761	0.00%	Programming	\$ 1,441,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,019		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,441,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,019	
13	Balboa Park BART/MTA-MUNI Station Access	\$ 10,176,570	2.04%	Programming	\$ 9,563,706	\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ 100,000	\$ 1,129,800	\$ 1,286,400	\$ 412,800	\$ -	\$ -	\$ -		
				Finance Costs	\$ 207,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,111	\$ 22,265	\$ 60,697	\$ 44,393	
				Total	\$ 9,771,275	\$ -	\$ -	\$ 41,000	\$ -	\$ -	\$ 100,000	\$ 1,129,800	\$ 1,286,400	\$ 454,911	\$ 22,265	\$ 60,697	\$ 44,393		
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,302,490	36.28%	Programming	\$ 5,488,559	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 408,000	\$ 816,000	\$ 868,950	\$ 921,900		
				Finance Costs	\$ 3,012,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,002	\$ 92,006	
				Total	\$ 8,500,649	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 408,000	\$ 816,000	\$ 907,952	\$ 1,013,906		
15	Purchase Additional Light Rail Vehicles	\$ 6,072,439	34.45%	Programming	\$ 3,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 2,650,000		
				Finance Costs	\$ 2,091,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,664	
				Total	\$ 5,741,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 2,805,664	
16	Other Transit Enhancements	\$ 13,820,034	12.03%	Programming	\$ 11,170,551	\$ -	\$ 12,893	\$ -	\$ 6,662	\$ 1,854	\$ 89,642	\$ 1,017,083	\$ 2,233,800	\$ 1,888,200	\$ 557,200	\$ -	\$ -		
				Finance Costs	\$ 1,663,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,933	\$ 71,958	\$ 229,961	\$ 204,136	
				Total	\$ 12,833,714	\$ -	\$ 12,893	\$ -	\$ 6,662	\$ 1,854	\$ 89,642	\$ 1,017,083	\$ 2,233,800	\$ 1,990,133	\$ 629,158	\$ 229,961	\$ 204,136		
	Total Transit Enhancements (10-16)	\$ 55,018,391	17.03%	Programming	\$ 43,753,913	\$ -	\$ 12,893	\$ 91,002	\$ 6,662	\$ 1,854	\$ 189,642	\$ 2,821,883	\$ 5,425,200	\$ 4,456,800	\$ 3,211,400	\$ 1,368,950	\$ 3,821,919		
				Finance Costs	\$ 9,371,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,730	\$ 150,934	\$ 503,296	\$ 657,766	
				Total	\$ 53,125,890	\$ -	\$ 12,893	\$ 91,002	\$ 6,662	\$ 1,854	\$ 189,642	\$ 2,821,883	\$ 5,425,200	\$ 4,652,530	\$ 3,362,334	\$ 1,872,246	\$ 4,479,685		

**2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)**

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15		
17B	New and Renovated Vehicles - BART	\$ 12,962,039	0.92%	Programming	\$ 12,370,236	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 1,429,600	\$ 1,083,800	\$ 345,800	\$ 345,800	\$ -	\$ -		
				Finance Costs	\$ 119,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,853	\$ 14,441	\$ 28,095	\$ 8,557		
				Total	\$ 12,489,605	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 1,429,600	\$ 1,083,800	\$ 365,653	\$ 360,241	\$ 28,095	\$ 8,557	
17M	New and Renovated Vehicles - MUNI	\$ 508,055,562	0.81%	Programming	\$ 496,711,679	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,029,157	\$ 11,790,289	\$ 2,735,551	\$ 14,047,603	\$ 12,341,423	\$ 16,806,183	\$ 22,540,090	\$ 4,922,456	\$ 15,755,448	
				Finance Costs	\$ 4,102,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 500,814,597	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,029,157	\$ 11,790,289	\$ 2,735,551	\$ 14,047,603	\$ 12,341,423	\$ 16,806,183	\$ 22,540,090	\$ 4,922,456	\$ 15,755,448	
17P	New and Renovated Vehicles - PCJPB	\$ 25,924,077	20.89%	Programming	\$ 19,704,706	\$ -	\$ 2,153	\$ 56,000	\$ 2,770	\$ 8,377	\$ 733,572	\$ 2,099,765	\$ 1,177,023	\$ 1,000,000	\$ 700,000	\$ 1,300,000	\$ 1,045,281	
				Finance Costs	\$ 5,416,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,851	\$ 13,645	\$ 105,400	\$ 139,978
				Total	\$ 25,121,522	\$ -	\$ 2,153	\$ 56,000	\$ 2,770	\$ 8,377	\$ 733,572	\$ 2,099,765	\$ 1,177,023	\$ 1,015,851	\$ 713,645	\$ 1,405,400	\$ 1,185,259	
17U	New and Renovated Vehicles - Discretionary	\$ 90,734,271	0.00%	Programming	\$ 80,231,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 80,231,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 637,675,949	1.51%	Programming	\$ 609,018,336	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,031,926	\$ 11,798,666	\$ 3,469,123	\$ 17,576,968	\$ 14,602,246	\$ 18,151,983	\$ 23,585,890	\$ 6,222,456	\$ 16,800,729	
				Finance Costs	\$ 9,639,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,704	\$ 28,086	\$ 133,495	\$ 148,535
				Total	\$ 618,657,439	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,031,926	\$ 11,798,666	\$ 3,469,123	\$ 17,576,968	\$ 14,602,246	\$ 18,187,687	\$ 23,613,976	\$ 6,355,951	\$ 16,949,264	
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,520,679	0.00%	Programming	\$ 2,520,679	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,520,679	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ -	\$ -	\$ -	\$ -	
19	F-Line Operations & Maintenance	\$ 5,097,240	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 645,293,868	1.49%	Programming	\$ 616,707,015	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,648,926	\$ 12,994,768	\$ 4,295,113	\$ 17,783,978	\$ 15,034,692	\$ 18,151,983	\$ 23,585,890	\$ 6,222,456	\$ 16,800,729	
				Finance Costs	\$ 9,639,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,704	\$ 28,086	\$ 133,495	\$ 148,535	
				Total	\$ 626,346,118	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,648,926	\$ 12,994,768	\$ 4,295,113	\$ 17,783,978	\$ 15,034,692	\$ 18,187,687	\$ 23,613,976	\$ 6,355,951	\$ 16,949,264	
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,149,556	17.69%	Programming	\$ 1,446,606	\$ -	\$ -	\$ -	\$ -	\$ 2,600	\$ -	\$ 708,264	\$ 68,000	\$ -	\$ -	\$ 120,000	\$ 60,000	
				Finance Costs	\$ 380,323	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,860	\$ -	\$ 14,572	\$ 8,375	\$ 35,320	\$ 35,613
				Total	\$ 1,826,929	\$ -	\$ -	\$ -	\$ -	\$ 2,600	\$ -	\$ 711,124	\$ 68,000	\$ 14,572	\$ 8,375	\$ 155,320	\$ 95,613	
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 86,698,749	24.89%	Programming	\$ 58,018,079	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,063	\$ 698,784	\$ 12,576,190	\$ 15,247,823	\$ 6,336,908	\$ 1,833,560	\$ 1,625,560	\$ -	
				Finance Costs	\$ 21,575,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,714	\$ -	\$ 774,892	\$ 500,885	\$ 1,746,462	\$ 1,576,863
				Total	\$ 79,593,379	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,063	\$ 698,784	\$ 12,597,904	\$ 15,247,823	\$ 7,111,800	\$ 2,334,445	\$ 3,372,022	\$ 1,576,863	
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,713,378	13.22%	Programming	\$ 6,282,513	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,145,209	\$ 416,725	\$ 1,011,001	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,151,644	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 16,875	\$ -	\$ 77,467	\$ 45,847	\$ 146,680	\$ 130,355	
				Total	\$ 7,434,158	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,193,786	\$ 416,725	\$ 1,027,876	\$ -	\$ 77,467	\$ 45,847	\$ 146,680	\$ 130,355	
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,811,754	0.00%	Programming	\$ 9,601,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,601,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Facilities Subtotal	\$ 108,373,436	21.32%	Programming	\$ 75,348,276	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,542,872	\$ 1,115,509	\$ 14,295,455	\$ 15,315,823	\$ 6,336,908	\$ 1,833,560	\$ 1,745,560	\$ 60,000	
				Finance Costs	\$ 23,107,266	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 41,449	\$ -	\$ 866,932	\$ 555,107	\$ 1,928,462	\$ 1,742,831	
				Total	\$ 98,455,542	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,591,449	\$ 1,115,509	\$ 14,336,904	\$ 15,315,823	\$ 7,203,840	\$ 2,388,667	\$ 3,674,022	\$ 1,802,831	
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,556,153	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -		
	Total Facilities	\$ 124,929,589	18.50%	Programming	\$ 92,129,276	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,693,872	\$ 1,532,029	\$ 16,192,935	\$ 15,315,823	\$ 6,336,908	\$ 1,833,560	\$ 1,745,560	\$ 60,000	
				Finance Costs	\$ 23,107,266	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 41,449	\$ -	\$ 866,932	\$ 555,107	\$ 1,928,462	\$ 1,742,831	
				Total	\$ 115,236,542	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,742,449	\$ 1,532,029	\$ 16,234,384	\$ 15,315,823	\$ 7,203,840	\$ 2,388,667	\$ 3,674,022	\$ 1,802,831	
22B	Guideways - BART	\$ 7,886,745	0.00%	Programming	\$ 7,764,787	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 570,500	\$ 570,500	\$ -	\$ -	\$ 181,075	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,764,787	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 570,500	\$ 570,500	\$ -	\$ -	\$ 181,075
22M	Guideways - MUNI	\$ 313,892,432	18.74%	Programming	\$ 237,689,977	\$ -	\$ 253,245	\$ 953,098	\$ 4,034,725	\$ 994,368	\$ 1,537,723	\$ 14,821,434	\$ 34,919,746	\$ 38,139,163	\$ 32,167,175	\$ 14,143,584	\$ 1,600,000	
				Finance Costs	\$ 58,812,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,447,641	\$ 1,520,859	\$ 5,943,278	\$ 5,453,350
				Total	\$ 296,502,637	\$ -	\$ 253,245	\$ 953,098	\$ 4,034,725	\$ 994,368	\$ 1,537,723	\$ 14,821,434	\$ 34,919,746	\$ 39,586,804	\$ 33,688,033	\$ 20,086,862	\$ 7,053,350	

**2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)**

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15		
22P	Guideways - PCJPB	\$ 31,434,310	28.87%	Programming	\$ 21,883,317	\$ -	\$ 6,013	\$ 6,634	\$ 461,815	\$ 377,418	\$ 296,070	\$ 1,788,758	\$ 1,910,246	\$ 1,300,000	\$ 2,578,119	\$ 1,874,650	\$ 1,533,414	
				Finance Costs	\$ 9,076,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,764	\$ 55,921	\$ 290,698	\$ 347,610
				<b>Total</b>	\$ 30,959,864	\$ -	\$ 6,013	\$ 6,634	\$ 461,815	\$ 377,418	\$ 296,070	\$ 1,788,758	\$ 1,910,246	\$ 1,318,764	\$ 2,634,040	\$ 2,165,348	\$ 1,881,025	
	22U	Guideways - Discretionary	\$ 39,208,387	3.45%	Programming	\$ 34,923,628	\$ 4,379,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Finance Costs					\$ 1,351,638	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>					\$ 36,275,266	\$ 5,227,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total Guideways</b>	\$ 392,421,874	17.64%	Programming	\$ 302,261,709	\$ 4,379,000	\$ 262,636	\$ 959,732	\$ 4,496,540	\$ 1,371,786	\$ 1,833,793	\$ 16,710,192	\$ 37,400,492	\$ 40,009,663	\$ 34,745,294	\$ 16,018,234	\$ 3,314,489	
				Finance Costs	\$ 69,240,845	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ 1,466,405	\$ 1,576,780	\$ 6,233,976	\$ 5,800,960
				<b>Total</b>	\$ 371,502,554	\$ 5,227,735	\$ 413,381	\$ 1,119,733	\$ 4,619,734	\$ 1,438,203	\$ 1,833,793	\$ 16,712,738	\$ 37,400,492	\$ 41,476,068	\$ 36,322,074	\$ 22,252,210	\$ 9,115,449	
	<b>Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)</b>	\$ 1,162,645,332	8.77%	Programming	\$ 1,011,098,001	\$ 4,379,000	\$ 8,493,135	\$ 6,670,811	\$ 16,843,882	\$ 20,060,425	\$ 7,660,935	\$ 50,687,105	\$ 67,751,007	\$ 64,498,554	\$ 60,164,743	\$ 23,986,251	\$ 20,175,218	
				Finance Costs	\$ 101,987,214	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 114,995	\$ -	\$ 43,995	\$ -	\$ 2,369,041	\$ 2,159,973	\$ 8,295,933	\$ 7,692,325	
				<b>Total</b>	\$ 1,113,085,214	\$ 5,227,735	\$ 8,643,880	\$ 6,830,812	\$ 16,967,076	\$ 20,175,420	\$ 7,660,935	\$ 50,731,099	\$ 67,751,007	\$ 66,867,595	\$ 62,324,717	\$ 32,282,183	\$ 27,867,544	
<b>TOTAL TRANSIT</b>				Programming	\$ 1,580,646,162	\$ 4,469,000	\$ 25,299,785	\$ 54,661,080	\$ 46,561,526	\$ 69,971,991	\$ 41,577,122	\$ 127,094,849	\$ 141,205,790	\$ 101,453,642	\$ 111,847,913	\$ 51,245,215	\$ 48,611,973	
				Finance Costs	\$ 249,651,548	\$ 848,735	\$ 150,745	\$ 834,305	\$ 703,079	\$ 788,118	\$ -	\$ 739,708	\$ -	\$ 6,299,419	\$ 4,565,156	\$ 16,796,655	\$ 17,184,362	
				<b>Total</b>	\$ 1,830,297,711	\$ 5,317,735	\$ 25,450,530	\$ 55,495,385	\$ 47,264,605	\$ 70,760,109	\$ 41,577,122	\$ 127,834,557	\$ 141,205,790	\$ 107,753,061	\$ 116,413,069	\$ 68,041,870	\$ 65,796,335	
<b>PARATRANSIT</b>																		
23	Paratransit	\$ 258,330,539	32.68%	Programming	\$ 160,545,600	\$ -	\$ -	\$ 6,161,607	\$ 11,308,283	\$ 11,540,110	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	
				Finance Costs	\$ 84,411,408	\$ -	\$ -	\$ -	\$ -	\$ 132,020	\$ -	\$ 156,691	\$ -	\$ 1,151,930	\$ 840,663	\$ 3,281,727	\$ 3,517,120	
				<b>Total</b>	\$ 244,957,008	\$ -	\$ -	\$ 6,161,607	\$ 11,308,283	\$ 11,672,130	\$ 19,340,000	\$ 9,826,691	\$ 9,670,000	\$ 10,821,930	\$ 10,510,663	\$ 12,951,727	\$ 13,187,120	
<b>TOTAL PARATRANSIT</b>				Programming	\$ 160,545,600	\$ -	\$ -	\$ 6,161,607	\$ 11,308,283	\$ 11,540,110	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	
				Finance Costs	\$ 84,411,408	\$ -	\$ -	\$ -	\$ -	\$ 132,020	\$ -	\$ 156,691	\$ -	\$ 1,151,930	\$ 840,663	\$ 3,281,727	\$ 3,517,120	
				<b>Total</b>	\$ 244,957,008	\$ -	\$ -	\$ 6,161,607	\$ 11,308,283	\$ 11,672,130	\$ 19,340,000	\$ 9,826,691	\$ 9,670,000	\$ 10,821,930	\$ 10,510,663	\$ 12,951,727	\$ 13,187,120	
<b>STREETS AND TRAFFIC SAFETY</b>																		
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 101,336,200	35.54%	Programming	\$ 55,881,085	\$ 70,000	\$ 4,740,678	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 6,967,000	\$ 12,026,858	\$ 20,026,493	\$ 513,310	\$ -	\$ 8,437,348	
				Finance Costs	\$ 36,016,654	\$ -	\$ 74,676	\$ -	\$ -	\$ -	\$ -	\$ 7,588	\$ -	\$ 1,060,573	\$ 648,218	\$ 2,112,605	\$ 2,517,029	
				<b>Total</b>	\$ 91,897,739	\$ 70,000	\$ 4,815,354	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 6,974,588	\$ 12,026,858	\$ 21,087,065	\$ 1,161,528	\$ 2,112,605	\$ 10,954,377	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,552,000	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ 350,000	\$ 348,000	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ 2,552,000	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ 350,000	\$ 348,000	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ 2,597,380	29.57%	Programming	\$ 1,330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,330,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 768,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,684	\$ -	\$ 32,026	\$ 19,445	\$ 64,157	\$ 58,780	
				<b>Total</b>	\$ 2,098,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,336,684	\$ -	\$ 32,026	\$ 19,445	\$ 64,157	\$ 58,780	
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ 19,192,462	14.79%	Programming	\$ 16,698,768	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 22,500	\$ 1,022,500	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000	\$ -	\$ 470,250	
				Finance Costs	\$ 2,838,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,849	\$ 75,074	\$ 78,997
				<b>Total</b>	\$ 19,537,046	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 22,500	\$ 1,022,500	\$ 1,000,000	\$ 1,000,000	\$ 2,030,849	\$ 75,074	\$ 549,247	
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1 Traffic Study	\$ 255,899	0.00%	Programming	\$ 251,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,700	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ 251,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,700
30	Other Upgrades to Major Arterials	\$ 4,548,614	6.66%	Programming	\$ 4,019,481	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 90,825	\$ 95,867	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	
				Finance Costs	\$ 302,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,964	\$ 59,752	\$ 51,650	
				<b>Total</b>	\$ 4,322,469	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 90,825	\$ 95,867	\$ -	\$ 500,000	\$ 507,964	\$ 559,752	\$ 51,650	
	<b>Total New and Upgraded Streets</b>	\$ 31,146,355	12.55%	Programming	\$ 26,851,262	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 463,325	\$ 2,796,367	\$ 1,000,000	\$ 1,500,000	\$ 2,500,000	\$ 500,000	\$ 480,950	
				Finance Costs	\$ 3,909,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,684	\$ -	\$ 32,026	\$ 58,258	\$ 198,982	\$ 189,427	
				<b>Total</b>	\$ 30,760,598	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 463,325	\$ 2,803,051	\$ 1,000,000	\$ 1,532,026	\$ 2,558,258	\$ 698,982	\$ 670,377	
31	New Signals and Signs	\$ 46,189,859	7.91%	Programming	\$ 41,373,387	\$ -	\$ 566,645	\$ 530,821	\$ 868,399	\$ 1,575,548	\$ 1,649,231	\$ 1,667,927	\$ 1,302,532	\$ 1,305,000	\$ 1,437,500	\$ 2,112,500	\$ 1,512,500	
				Finance Costs	\$ 3,652,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,757	\$ -	\$ 43,659	\$ 38,649	\$ 222,332	\$ 258,011
				<b>Total</b>	\$ 45,026,355	\$ -	\$ 566,645	\$ 530,821	\$ 868,399	\$ 1,575,548	\$ 1,649,231	\$ 1,671,684	\$ 1,302,532	\$ 1,348,659	\$ 1,476,149	\$ 2,334,832	\$ 1,770,511	
32	Advanced Technology and Information Systems (SFgo)	\$ 22,135,306	9.95%	Programming	\$ 19,631,323	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 209,000	\$ 669,850	\$ 1,614,450	\$ 980,570	\$ 791,050	\$ 586,502	\$ 616,579	\$ 265,963	
				Finance Costs	\$ 2,203,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,659	\$ 15,356	\$ 63,968	\$ 49,257
				<b>Total</b>	\$ 21,834,373	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 209,000	\$ 669,850	\$ 1,614,450	\$ 980,570	\$ 810,709	\$ 601,857	\$ 680,547	\$ 315,220	

**2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)**

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15			
33	Signals and Signs	\$ 112,467,828	4.99%	Programming	\$ 102,552,674	\$ -	\$ 256,885	\$ 3,550,000	\$ 4,316,203	\$ 7,322,819	\$ 2,891,612	\$ 1,945,635	\$ 560,000	\$ 1,820,000	\$ 1,820,000	\$ 2,645,000	\$ 3,460,000		
				Finance Costs	\$ 5,612,095	\$ -	\$ -	\$ -	\$ 5,527	\$ 161,447	\$ -	\$ 34,854	\$ -	\$ 99,200	\$ 50,968	\$ 190,669	\$ 270,339	\$ -	\$ -
				Total	\$ 108,164,769	\$ -	\$ 256,885	\$ 3,550,000	\$ 4,321,730	\$ 7,484,266	\$ 2,891,612	\$ 1,980,489	\$ 560,000	\$ 1,919,200	\$ 1,870,968	\$ 2,835,669	\$ 3,730,339	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 151,364,551	28.81%	Programming	\$ 93,889,458	\$ -	\$ 2,555,291	\$ 6,798,057	\$ 5,815,667	\$ 12,645,007	\$ 10,756,147	\$ 6,800,937	\$ 2,725,500	\$ 3,050,000	\$ 3,150,000	\$ 3,250,000	\$ 3,351,031		
				Finance Costs	\$ 43,602,408	\$ -	\$ -	\$ 85,404	\$ 201,080	\$ 486,472	\$ -	\$ 174,555	\$ -	\$ 917,547	\$ 591,759	\$ 2,082,024	\$ 2,050,136	\$ -	\$ -
				Total	\$ 137,491,866	\$ -	\$ 2,555,291	\$ 6,883,461	\$ 6,016,747	\$ 13,131,479	\$ 10,756,147	\$ 6,975,491	\$ 2,725,500	\$ 3,967,547	\$ 3,741,759	\$ 5,332,024	\$ 5,401,167	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 29,172,542	5.57%	Programming	\$ 26,697,704	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 335,000	\$ 559,700	\$ 1,480,800	\$ 745,000	\$ 777,500	\$ 811,000	\$ 764,517		
				Finance Costs	\$ 1,624,402	\$ -	\$ 146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,517	\$ 6,506	\$ 35,620	\$ 47,105	\$ -	\$ -
				Total	\$ 28,322,107	\$ -	\$ 795,146	\$ 533,625	\$ 575,081	\$ 329,589	\$ 335,000	\$ 559,700	\$ 1,480,800	\$ 749,517	\$ 784,006	\$ 846,620	\$ 811,623	\$ -	\$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,121,184	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 22,263,256	11.10%	Programming	\$ 19,370,814	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,758	\$ 1,244,290	\$ 649,780	\$ 620,000	\$ 638,000	\$ 656,000	\$ 675,000	\$ 267,500		
				Finance Costs	\$ 2,471,784	\$ -	\$ -	\$ -	\$ -	\$ 29,944	\$ -	\$ 3,450	\$ -	\$ -	\$ 23,539	\$ 97,312	\$ 81,692	\$ -	\$ -
				Total	\$ 21,842,598	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,758	\$ 1,244,290	\$ 653,230	\$ 620,000	\$ 667,944	\$ 679,539	\$ 772,312	\$ 349,192	\$ -	\$ -
38	Traffic Calming	\$ 77,793,446	0.70%	Programming	\$ 75,415,811	\$ -	\$ 1,038,630	\$ 764,100	\$ 1,412,178	\$ 1,374,789	\$ 760,770	\$ 1,236,821	\$ 2,643,860	\$ 3,403,049	\$ 2,184,500	\$ 2,248,440	\$ 2,149,652		
				Finance Costs	\$ 547,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,060	\$ -
				Total	\$ 75,963,742	\$ -	\$ 1,038,630	\$ 764,100	\$ 1,412,178	\$ 1,374,789	\$ 760,770	\$ 1,236,821	\$ 2,643,860	\$ 3,403,049	\$ 2,184,500	\$ 2,248,440	\$ 2,170,712	\$ 21,060	\$ -
39	Bicycle Circulation/Safety	\$ 35,314,130	0.23%	Programming	\$ 34,173,155	\$ -	\$ 619,669	\$ 181,980	\$ 559,831	\$ 634,041	\$ 657,788	\$ 911,135	\$ 1,489,574	\$ 1,304,206	\$ 1,060,500	\$ 1,015,500	\$ 344,586		
				Finance Costs	\$ 80,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 950	\$ 7,690	\$ 45,142	\$ 17,382	\$ -	\$ -
				Total	\$ 34,253,966	\$ -	\$ 619,669	\$ 181,980	\$ 559,831	\$ 634,041	\$ 657,788	\$ 911,135	\$ 1,489,574	\$ 1,305,156	\$ 1,068,190	\$ 1,060,642	\$ 361,968	\$ -	\$ -
40	Pedestrian Circulation/Safety	\$ 30,452,040	10.06%	Programming	\$ 27,000,086	\$ -	\$ 364,656	\$ 276,776	\$ 455,745	\$ 414,357	\$ 726,773	\$ 896,275	\$ 1,192,950	\$ 1,263,000	\$ 1,275,000	\$ 1,082,000	\$ 655,891		
				Finance Costs	\$ 3,064,863	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,780	\$ 17,463	\$ 93,590	\$ 93,987	\$ -
				Total	\$ 30,064,949	\$ -	\$ 364,656	\$ 276,776	\$ 455,745	\$ 414,357	\$ 726,773	\$ 896,275	\$ 1,192,950	\$ 1,267,780	\$ 1,292,463	\$ 1,175,590	\$ 749,878	\$ -	\$ -
41	Curb Ramps	\$ 30,196,140	0.21%	Programming	\$ 29,554,985	\$ -	\$ 871,446	\$ 20,000	\$ 622,760	\$ 618,240	\$ 41,160	\$ 1,192,560	\$ 893,170	\$ 763,990	\$ 797,050	\$ 832,080	\$ 862,759		
				Finance Costs	\$ 63,407	\$ -	\$ 1,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,328	\$ -
				Total	\$ 29,618,392	\$ -	\$ 873,354	\$ 20,000	\$ 622,760	\$ 618,240	\$ 41,160	\$ 1,192,560	\$ 893,170	\$ 763,990	\$ 797,050	\$ 832,080	\$ 875,087	\$ -	\$ -
42	Tree Planting and Maintenance	\$ 41,967,517	7.03%	Programming	\$ 38,991,009	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,016,000	\$ 1,060,000	\$ 1,106,000	\$ 1,154,000	\$ 1,204,429	\$ 1,000,000		
				Finance Costs	\$ 2,950,122	\$ -	\$ 3,385	\$ 283	\$ 43	\$ -	\$ -	\$ 1,186	\$ -	\$ 20,168	\$ 19,015	\$ 88,378	\$ 96,822	\$ -	\$ -
				Total	\$ 41,941,131	\$ -	\$ 1,234,785	\$ 857,283	\$ 894,042	\$ 929,155	\$ 975,463	\$ 1,017,186	\$ 1,060,000	\$ 1,126,168	\$ 1,173,015	\$ 1,292,807	\$ 1,096,822	\$ -	\$ -
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 733,920,354	14.42%	Programming	\$ 593,532,398	\$ 70,000	\$ 15,955,503	\$ 15,683,690	\$ 17,897,055	\$ 28,426,240	\$ 22,549,891	\$ 28,254,587	\$ 27,975,813	\$ 37,715,788	\$ 17,911,861	\$ 16,992,528	\$ 23,552,696		
				Finance Costs	\$ 105,799,833	\$ -	\$ 80,114	\$ 85,687	\$ 206,649	\$ 647,919	\$ -	\$ 232,074	\$ -	\$ 2,233,023	\$ 1,477,421	\$ 5,230,620	\$ 5,704,575	\$ -	
				Total	\$ 699,332,231	\$ 70,000	\$ 16,035,617	\$ 15,769,377	\$ 18,103,704	\$ 29,074,159	\$ 22,549,891	\$ 28,486,661	\$ 27,975,813	\$ 39,948,811	\$ 19,389,282	\$ 22,223,148	\$ 29,257,271	\$ -	
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																			
43	Transportation Demand Management/Parking Management	\$ 14,842,171	11.10%	Programming	\$ 13,099,381	\$ -	\$ 443,000	\$ 271,704	\$ 348,597	\$ 199,814	\$ 191,110	\$ 311,864	\$ 558,100	\$ 618,100	\$ 314,100	\$ 519,100	\$ 400,000		
				Finance Costs	\$ 1,647,165	\$ -	\$ 1,469	\$ -	\$ 406	\$ -	\$ -	\$ -	\$ -	\$ 10,396	\$ 6,679	\$ 38,479	\$ 44,605	\$ -	
				Total	\$ 14,746,545	\$ -	\$ 444,469	\$ 271,704	\$ 349,003	\$ 199,814	\$ 191,110	\$ 311,864	\$ 558,100	\$ 628,496	\$ 320,779	\$ 557,579	\$ 444,605	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 22,519,155	12.63%	Programming	\$ 19,528,558	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 672,344	\$ 620,734	\$ 802,858	\$ 1,017,844	\$ 1,103,988	\$ 1,086,276	\$ 1,140,000		
				Finance Costs	\$ 2,844,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,453	\$ 65,517	\$ 112,824	
				Total	\$ 22,372,952	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 672,344	\$ 620,734	\$ 802,858	\$ 1,017,844	\$ 1,109,441	\$ 1,111,793	\$ 1,252,824	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 37,361,326	12.02%	Programming	\$ 32,627,938	\$ -	\$ 461,990	\$ 420,704	\$ 644,597	\$ 273,374	\$ 863,454	\$ 932,599	\$ 1,360,958	\$ 1,635,944	\$ 1,418,088	\$ 1,605,376	\$ 1,540,000		
				Finance Costs	\$ 4,491,559	\$ -	\$ 1,469	\$ -	\$ 406	\$ -	\$ -	\$ -	\$ 10,396	\$ 12,132	\$ 105,996	\$ 157,429	\$ -		
				Total	\$ 37,119,498	\$ -	\$ 463,458	\$ 420,704	\$ 645,003	\$ 273,374	\$ 863,454	\$ 932,599	\$ 1,360,958	\$ 1,646,340	\$ 1,430,220	\$ 1,709,372	\$ 1,697,429	\$ -	
<b>TOTAL STRATEGIC PLAN</b>		\$ 2,970,283,589	14.96%	Programming	\$ 2,367,352,098	\$ 4,539,000	\$ 41,717,278	\$ 76,927,081	\$ 76,411,461	\$ 110,211,715	\$ 84,330,466	\$ 165,952,035	\$ 180,212,561	\$ 150,475,374	\$ 140,847,862	\$ 79,513,119	\$ 83,374,669		
				Finance Costs	\$ 444,354,349	\$ 848,735	\$ 232,328	\$ 919,992	\$ 910,134	\$ 1,568,056	\$ -	\$ 1,128,473	\$ -	\$ 9,694,768	\$ 6,895,372	\$ 25,412,998	\$ 26,563,486	\$ -	
				Total	\$ 2,811,706,447	\$ 5,387,735	\$ 41,949,605	\$ 77,847,072	\$ 77,321,595	\$ 111,779,772	\$ 84,330,466	\$ 167,080,508	\$ 180,212,561	\$ 160,170,142	\$ 147,743,234	\$ 104,926,117	\$ 109,938,155	\$ -	

# 2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

## Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
<b>TRANSIT</b>																					
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	\$ 16,327,111 \$ 2,027,568 \$ 18,354,679	\$ 6,282,215 \$ 2,850,097 \$ 9,132,312	\$ 1,339,915 \$ 2,801,388 \$ 4,141,303	\$ 1,400,211 \$ 2,697,224 \$ 4,097,434	\$ 1,463,220 \$ 2,822,846 \$ 4,286,066	\$ 1,529,065 \$ 2,765,179 \$ 4,294,244	\$ 1,597,873 \$ 2,709,371 \$ 4,307,244	\$ 1,669,778 \$ 2,724,893 \$ 4,394,670	\$ 853,261 \$ 2,628,023 \$ 3,481,283	\$ - \$ 2,536,899 \$ 2,536,899	\$ - \$ 2,352,256 \$ 2,352,256	\$ - \$ 2,205,370 \$ 2,205,370	\$ - \$ 2,072,836 \$ 2,072,836	\$ - \$ 1,851,971 \$ 1,851,971	\$ - \$ 1,464,908 \$ 1,464,908	\$ - \$ 984,974 \$ 984,974	\$ - \$ 518,829 \$ 518,829	\$ - \$ 10,099 \$ 10,099	\$ - \$ - \$ -	
2	3rd Street Light Rail (LRT)(Phase 1)	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	
3	Central Subway (3rd St. LRT Phase 2)	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	
4	Geary Light Rail	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ - \$ 5,413,365 \$ 5,413,365	\$ - \$ 6,411,337 \$ 6,411,337	\$ - \$ 6,044,615 \$ 6,044,615	\$ - \$ 5,549,662 \$ 5,549,662	\$ - \$ 5,497,110 \$ 5,497,110	\$ - \$ 5,048,998 \$ 5,048,998	\$ - \$ 4,581,445 \$ 4,581,445	\$ - \$ 4,196,002 \$ 4,196,002	\$ - \$ 3,683,009 \$ 3,683,009	\$ - \$ 3,212,733 \$ 3,212,733	\$ - \$ 2,570,781 \$ 2,570,781	\$ - \$ 1,900,450 \$ 1,900,450	\$ - \$ 1,117,692 \$ 1,117,692	\$ - \$ 111,446 \$ 111,446	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ 30,461,173 \$ - \$ 30,461,173
6	Electrification	\$ - \$ 606,992 \$ 606,992	\$ - \$ 734,494 \$ 734,494	\$ - \$ 709,787 \$ 709,787	\$ - \$ 670,754 \$ 670,754	\$ - \$ 687,521 \$ 687,521	\$ - \$ 657,898 \$ 657,898	\$ - \$ 627,734 \$ 627,734	\$ - \$ 612,372 \$ 612,372	\$ - \$ 583,275 \$ 583,275	\$ - \$ 568,317 \$ 568,317	\$ - \$ 533,226 \$ 533,226	\$ - \$ 507,766 \$ 507,766	\$ - \$ 487,528 \$ 487,528	\$ - \$ 449,219 \$ 449,219	\$ - \$ 372,919 \$ 372,919	\$ - \$ 274,432 \$ 274,432	\$ - \$ 181,718 \$ 181,718	\$ - \$ 97,401 \$ 97,401	\$ - \$ - \$ -	
7	Caltrain Capital Improvement Program	\$ 853,856 \$ 265,309 \$ 1,119,165	\$ 870,933 \$ 359,085 \$ 1,230,018	\$ 888,352 \$ 386,379 \$ 1,274,731	\$ 906,119 \$ 405,389 \$ 1,311,508	\$ 924,241 \$ 460,936 \$ 1,385,177	\$ 942,726 \$ 489,415 \$ 1,432,141	\$ 961,580 \$ 519,073 \$ 1,480,653	\$ 435,423 \$ 527,232 \$ 962,655	\$ - \$ 494,923 \$ 494,923	\$ - \$ 473,533 \$ 473,533	\$ - \$ 434,029 \$ 434,029	\$ - \$ 400,633 \$ 400,633	\$ - \$ 368,304 \$ 368,304	\$ - \$ 318,108 \$ 318,108	\$ - \$ 237,500 \$ 237,500	\$ - \$ 140,666 \$ 140,666	\$ - \$ 44,251 \$ 44,251	\$ - \$ - \$ -	\$ - \$ - \$ -	
8	BART Station Access, Safety and Capacity	\$ 205,000 \$ 128,832 \$ 333,832	\$ 215,250 \$ 159,858 \$ 375,108	\$ 226,013 \$ 158,778 \$ 384,790	\$ 237,313 \$ 154,602 \$ 391,915	\$ 249,179 \$ 163,827 \$ 413,006	\$ 261,638 \$ 162,721 \$ 424,359	\$ 274,720 \$ 161,918 \$ 436,637	\$ 288,456 \$ 165,697 \$ 454,153	\$ 302,878 \$ 166,752 \$ 469,630	\$ 318,022 \$ 173,198 \$ 491,221	\$ 250,389 \$ 169,314 \$ 419,703	\$ 87,500 \$ 156,949 \$ 244,449	\$ - \$ 138,117 \$ 138,117	\$ - \$ 110,926 \$ 110,926	\$ - \$ 71,656 \$ 71,656	\$ - \$ 26,512 \$ 26,512	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	
9	Ferry	\$ 500,000 \$ 73,226 \$ 573,226	\$ - \$ 83,721 \$ 83,721	\$ - \$ 75,601 \$ 75,601	\$ - \$ 65,735 \$ 65,735	\$ - \$ 60,662 \$ 60,662	\$ 1,200,000 \$ 134,595 \$ 1,334,595	\$ - \$ 127,818 \$ 127,818	\$ - \$ 123,990 \$ 123,990	\$ - \$ 117,294 \$ 117,294	\$ - \$ 113,323 \$ 113,323	\$ - \$ 105,188 \$ 105,188	\$ - \$ 98,762 \$ 98,762	\$ - \$ 93,013 \$ 93,013	\$ - \$ 83,350 \$ 83,350	\$ - \$ 66,249 \$ 66,249	\$ - \$ 44,974 \$ 44,974	\$ 125,114 \$ 33,345 \$ 158,458	\$ 125,114 \$ 24,388 \$ 149,501	\$ - \$ 2,355 \$ 2,355	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 203,162 \$ 57,733 \$ 260,895	\$ 213,896 \$ 71,249 \$ 285,145	\$ 225,127 \$ 70,394 \$ 295,521	\$ 236,878 \$ 68,149 \$ 305,027	\$ 249,173 \$ 71,797 \$ 320,970	\$ 262,035 \$ 70,912 \$ 332,947	\$ 275,491 \$ 70,158 \$ 345,649	\$ 289,568 \$ 71,387 \$ 360,955	\$ 304,292 \$ 71,437 \$ 375,730	\$ 319,695 \$ 73,768 \$ 393,462	\$ 335,805 \$ 74,146 \$ 409,951	\$ 352,655 \$ 76,706 \$ 429,361	\$ 370,278 \$ 81,522 \$ 451,800	\$ 388,710 \$ 85,323 \$ 474,033	\$ 407,986 \$ 83,609 \$ 491,595	\$ 450,000 \$ 78,681 \$ 528,681	\$ 200,000 \$ 56,586 \$ 256,586	\$ - \$ 21,171 \$ 21,171	\$ - \$ - \$ -	
11	F-Line Extension to Fort Mason	\$ - \$ 81,003 \$ 81,003	\$ - \$ 94,580 \$ 94,580	\$ - \$ 87,667 \$ 87,667	\$ - \$ 78,831 \$ 78,831	\$ - \$ 76,076 \$ 76,076	\$ - \$ 67,579 \$ 67,579	\$ - \$ 58,649 \$ 58,649	\$ - \$ 50,461 \$ 50,461	\$ - \$ 40,315 \$ 40,315	\$ - \$ 29,997 \$ 29,997	\$ - \$ 17,186 \$ 17,186	\$ - \$ 2,838 \$ 2,838	\$ 229,324 \$ 2,856 \$ 232,181	\$ 240,739 \$ 2,789 \$ 243,528	\$ 252,676 \$ 2,522 \$ 255,198	\$ 272,564 \$ 2,137 \$ 274,701	\$ 290,788 \$ 1,823 \$ 292,610	\$ 308,037 \$ 1,767 \$ 309,804	\$ 94,609 \$ - \$ 94,609	
12	Purchase/Rehabilitation Historic Street Cars	\$ 51,598 \$ - \$ 51,598	\$ 53,460 \$ - \$ 53,460	\$ 55,407 \$ - \$ 55,407	\$ 57,445 \$ - \$ 57,445	\$ 59,577 \$ - \$ 59,577	\$ 61,807 \$ - \$ 61,807	\$ 64,141 \$ - \$ 64,141	\$ 66,581 \$ - \$ 66,581	\$ 69,135 \$ - \$ 69,135	\$ 71,806 \$ - \$ 71,806	\$ 74,599 \$ - \$ 74,599	\$ 77,521 \$ - \$ 77,521	\$ 80,577 \$ - \$ 80,577	\$ 83,773 \$ - \$ 83,773	\$ 87,115 \$ - \$ 87,115	\$ 92,684 \$ - \$ 92,684	\$ 97,787 \$ - \$ 97,787	\$ 102,616 \$ - \$ 102,616	\$ 83,962 \$ - \$ 83,962	
13	Balboa Park BART/MTA-MUNI Station Access	\$ - \$ 25,383 \$ 25,383	\$ - \$ 12,721 \$ 12,721	\$ - \$ - \$ -	\$ 285,204 \$ - \$ 285,204	\$ 300,006 \$ - \$ 300,006	\$ 315,492 \$ - \$ 315,492	\$ 331,692 \$ - \$ 331,692	\$ 348,638 \$ - \$ 348,638	\$ 366,366 \$ - \$ 366,366	\$ 384,908 \$ - \$ 384,908	\$ 404,304 \$ - \$ 404,304	\$ 424,590 \$ - \$ 424,590	\$ 445,807 \$ - \$ 445,807	\$ 467,996 \$ - \$ 467,996	\$ 491,203 \$ - \$ 491,203	\$ 529,864 \$ - \$ 529,864	\$ 565,291 \$ - \$ 565,291	\$ 598,824 \$ - \$ 598,824	\$ 333,520 \$ - \$ 333,520	
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 1,209,575 \$ 147,252 \$ 1,356,827	\$ 748,625 \$ 230,887 \$ 979,512	\$ - \$ 223,005 \$ 223,005	\$ - \$ 210,618 \$ 210,618	\$ - \$ 215,737 \$ 215,737	\$ - \$ 206,281 \$ 206,281	\$ - \$ 196,643 \$ 196,643	\$ - \$ 191,623 \$ 191,623	\$ - \$ 182,279 \$ 182,279	\$ - \$ 177,318 \$ 177,318	\$ - \$ 166,032 \$ 166,032	\$ - \$ 157,688 \$ 157,688	\$ - \$ 150,865 \$ 150,865	\$ - \$ 138,311 \$ 138,311	\$ - \$ 113,944 \$ 113,944	\$ - \$ 82,730 \$ 82,730	\$ - \$ 53,172 \$ 53,172	\$ - \$ 25,269 \$ 25,269	\$ 265,507 \$ 11,428 \$ 276,934	
15	Purchase Additional Light Rail Vehicles	\$ - \$ 134,768 \$ 134,768	\$ - \$ 162,584 \$ 162,584	\$ - \$ 156,580 \$ 156,580	\$ - \$ 147,393 \$ 147,393	\$ - \$ 150,400 \$ 150,400	\$ - \$ 143,171 \$ 143,171	\$ - \$ 135,771 \$ 135,771	\$ - \$ 131,480 \$ 131,480	\$ - \$ 124,121 \$ 124,121	\$ - \$ 119,606 \$ 119,606	\$ - \$ 110,650 \$ 110,650	\$ - \$ 103,427 \$ 103,427	\$ - \$ 96,799 \$ 96,799	\$ - \$ 85,939 \$ 85,939	\$ - \$ 67,273 \$ 67,273	\$ - \$ 44,284 \$ 44,284	\$ - \$ 21,838 \$ 21,838	\$ - \$ - \$ -	\$ - \$ - \$ -	
16	Other Transit Enhancements	\$ - \$ 167,683 \$ 167,683	\$ - \$ 189,878 \$ 189,878	\$ - \$ 169,347 \$ 169,347	\$ - \$ 144,815 \$ 144,815	\$ - \$ 130,525 \$ 130,525	\$ - \$ 105,120 \$ 105,120	\$ - \$ 78,198 \$ 78,198	\$ - \$ 50,692 \$ 50,692	\$ - \$ 18,918 \$ 18,918	\$ - \$ - \$ -	\$ 400,000 \$ - \$ 400,000	\$ 547,653 \$ - \$ 547,653	\$ 575,021 \$ - \$ 575,021	\$ 603,644 \$ - \$ 603,644	\$ 633,578 \$ - \$ 633,578	\$ 683,452 \$ - \$ 683,452	\$ 729,152 \$ - \$ 729,152	\$ 772,409 \$ - \$ 772,409	\$ 418,309 \$ - \$ 418,309	
<b>Total Transit Enhancements (10-16)</b>		\$ 1,464,335 \$ 613,821 \$ 2,078,157	\$ 1,015,980 \$ 761,900 \$ 1,777,880	\$ 280,534 \$ 706,994 \$ 987,528	\$ 579,527 \$ 649,805 \$ 1,229,333	\$ 608,756 \$ 644,534 \$ 1,253,290	\$ 639,334 \$ 593,063 \$ 1,232,397	\$ 671,323 \$ 539,418 \$ 1,210,741	\$ 704,788 \$ 495,642 \$ 1,200,430	\$ 739,793 \$ 437,071 \$ 1,176,864	\$ 776,409 \$ 400,690 \$ 1,177,098	\$ 1,214,708 \$ 368,015 \$ 1,582,723	\$ 1,402,418 \$ 340,658 \$ 1,743,076	\$ 1,701,007 \$ 332,042 \$ 2,033,049	\$ 1,784,862 \$ 312,362 \$ 2,097,224	\$ 1,872,559 \$ 267,349 \$ 2,139,908	\$ 2,028,564 \$ 207,833 \$ 2,236,396	\$ 1,883,018 \$ 133,419 \$ 2,016,437	\$ 1,781,887 \$ 48,207 \$ 1,830,094	\$ 1,195,907 \$ 11,428 \$ 1,207,335	





