

Dillon, Read & Co. Inc.

46 William Street

New York 10005

September 19, 1983

Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Attention: Joseph B. Scatchard

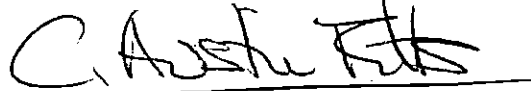
Ladies and Gentlemen:

We hereby submit in final form our study, The Metro Rail Project: Financing Alternatives and Financial Feasibility.

It has been a pleasure to assist the District in the consideration of the financing opportunities available to you and in the development of a funding program designed to best serve your unique needs. The Metro Rail Project is an enormous undertaking. The complexity of the engineering, operating and financial tasks which the District faces are only compounded by the importance of the Project to the people of the Los Angeles area.

If we can be of any further assistance in helping you to achieve your vital public goals, we would welcome the opportunity.

Sincerely yours,



C. Austin Fitts
Vice President

Dillon, Read & Co. Inc.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

The Metro Rail Project:
Financing Alternatives and Financial Feasibility

September 19, 1983

MTA LIBRARY

TABLE OF CONTENTS

	<u>TAB</u>	<u>PAGE</u>
Executive Summary	A	
Introduction		1
Financing Alternatives		1
Financial Feasibility		1
Conclusions		4
Introduction	B	
Purpose of Study		1
Dillon Read Background		1
Work Performed		2
Information Sources		3
SCRTD and the Metro Rail Project	C	
SCRTD		1
The Metro Rail Project		2
The Los Angeles-Long Beach Light Rail Project		3
Proposition A		4
Exhibit: Allocation of Proposition A Receipts		6
Review of Financing Alternatives	D	
Introduction		1
Credit Mechanisms		1
Exhibit: Summary Review of Major Financing Programs of U.S. Transit Systems		2
Sales Tax Revenue Bonds		4
Exhibit: Summary Review of Terms of Sales Tax Revenue Bonds Issued by MARTA, BART, and Dade County, Florida		7
Special Assessment District Bonds		8
Farebox Revenue Bonds		9

TABLE OF CONTENTS (Cont'd)

	<u>TAB</u>	<u>PAGE</u>
Service Contract Bonds		10
Non-Profit Corporation Debt		11
Vendor Financing		13
Equipment Trust Certificates		16
Safe Harbor Leasing		17
Leveraged Leasing		18
Joint Development Agreements/ Private Contributions		19
Mortgage Financing/Certificates of Participation		20
Short Term Financing:		21
Bond Anticipation Notes		23
Commercial Paper		23
Grant Anticipation Notes		23
Variable Rate Demand Notes		24
Put Bonds		24
Letter of Credit Financing		24
Financial Feasibility of the Metro Rail Project	E	
Variation in Federal Subsidies		1
Exhibit: Metro Rail Project Proposed - Funding Plan as of August 15, 1983		2
Variation in Financing		3
Benefit Assessment District Financing		4
Simultaneous Testing of LA-LB Project Funding		4
Funding Commitments vs. Disbursements		5
Case I (\$2.5 Billion Federal Subsidies; No Financing)		5
Exhibit: Case I - Uses and Sources of Funds Statement		6
Case II (\$2.5 Billion Federal Subsidies; Benefit Assessment District Financing)		7
Exhibit: Case II - Uses and Sources of Funds Statement		8
Case III (\$2.5 Billion Federal Subsidies; Sales Tax Bond Financing)		9
Exhibit: Case III - Uses and Sources of Funds Statement		10

TABLE OF CONTENTS (Cont'd)

	<u>TAB</u>	<u>PAGE</u>	<u>EXHIBIT</u>
Case IV (\$2.5 Billion Federal Subsidies; Benefit Assessment District and Sales Tax Bond Financing)	E	11	
Exhibit: Case IV - Uses and Sources of Funds Statement		12	
Case V (\$1.4 Billion Federal Subsidies; No Financing)		13	
Exhibit: Case V - Uses and Sources of Funds Statement		14	
Case VI (\$1.4 Billion Federal Subsidies; Benefit Assessment District Bond Financing)		13	
Exhibit: Case VI - Uses and Sources of Funds Statement		15	
Case VII (\$1.4 Billion Federal Subsidies; Sales Tax Bond Financing)		16	
Exhibit: Case VII - Uses and Sources of Funds Statement		17	
Case VIII (\$1.4 Billion Federal Subsidies; Benefit Assessment District and Sales Tax Bond Financing)		16	
Exhibit: Case VIII - Uses and Sources of Funds Statement		18	
SCRTD Operating Budget and Non-Rail Capital		19	
Conclusions	F		
Appendices			
Computer Documentation:	G		
Case I			1
Case II			2
Case III			3
Case IV			4
Case V			5
Case VI			6
Case VII			7
Case VIII			8
Selected Bibliography and Information Sources	H		

A

I. EXECUTIVE SUMMARY

Introduction

Dillon, Read & Co. Inc. has been retained by the Southern California Rapid Transit District ("SCRTD" or the "District") to prepare a study regarding financing alternatives for the District's Metro Rail Project (the "Project") as well as the feasibility of the District's current Project funding plan.

Financing Alternatives

Although it is pursuing authorization for benefit assessment district financing from the State of California (the "State"), SCRTD is currently not authorized to issue any debt which is sufficiently creditworthy to serve as a meaningful funding source for the Project.

We have reviewed a broad array of financing mechanisms used by U.S. transit agencies to fund new and existing systems and discussed their possible applicability to SCRTD's funding of the Project (See Tab D). By far the most attractive credit mechanism potentially available to SCRTD is a dedicated sales tax, which would permit SCRTD or a related agency to issue sales tax revenue notes and bonds in the public markets and to enter into a variety of financing agreements (such as leases or vendor financing) in a much stronger credit position than would otherwise be possible.

The extent to which SCRTD pursues authorization for sales tax or any other financing will ultimately be determined by the need for financing to fund the Project. SCRTD's current funding plan projects that no financing, other than benefit assessment district financing, will be necessary.

Financial Feasibility

SCRTD's current funding plan is summarized as follows:

Uses:

Project Costs	\$3,148.8MM	93.0%
Contingency	235.2	7.0
Total	<u>3,384.0MM</u>	<u>100.0%</u>

Sources:

Federal Subsidies	\$2,477.1MM	73.2%
State Subsidies	400.3	11.8
Local Subsidies	75.0	2.2
Benefit Assessment Districts	168.3	5.0
Proposition A & LACTC STA	263.3	7.8
Total	<u>\$3,384.0MM</u>	<u>100.0%</u>

For the reasons discussed below, we find it extremely difficult to comment definitively on the feasibility of the current plan.

First and foremost, the major portion of funding is expected from direct Federal and State subsidies. In reviewing financial feasibility, we generally treat subsidy projections provided by the issuer as assumptions. In this instance, the absence of historical precedent and the overwhelming importance of direct subsidies on a percentage basis make this difficult to do. While our information on State subsidies has been provided entirely by the District's staff, our work with other transit clients provides us with some familiarity regarding industry expectations as to the future levels of Federal transit grants.

SCRTD projects that the District will receive a major portion of the Section 3 rail start funding expected to be available, assuming the authorization levels through 1986 contained in the Surface Transportation Assistance Act of 1982 (Title III) and 1984 appropriation levels in H.R. 3329 are appropriate guidelines. Consequently, we consider SCRTD's projected Federal subsidy levels to be optimistic.

In discussions with District staff, SCRTD's position has been that subsidy projections do not pose a problem because the District will only begin construction when sufficient subsidy commitments are received. Clearly, it is in SCRTD's interest to obtain the maximum Federal subsidies possible. Therefore, as a policy matter it may be strategically better for SCRTD to seek the maximum Federal commitment prior to establishing additional financing authorizations. At the same time, the District must recognize that the failure to pursue financing authorizations will result in Project delay if the necessary commitments are not forthcoming.

Defensible subsidy projections and/or firm subsidy commitments are not only necessary to ensure the integrity of subsidy funding, but to ensure the feasibility of external financing as well. While credit constraints will require that the payment source for any sizeable debt issued for the Project be legally independent of project completion, the receipt of investment grade ratings on benefit assessment district financing or any other financing will require a funding plan which will ensure project completion.

In addition to our limited knowledge regarding subsidy projections, the absence of information from the Los Angeles County Transportation Commission ("LACTC") also makes it difficult to comment definitively on the feasibility of the funding plan. Proposition A and STA funding available from LACTC for the Project are affected not only by the level of total receipts but by other requirements placed on the same revenues, including funding for the Los Angeles-Long Beach Light Rail Project ("LA-LB Project"). SCRTD's funding plan assumes a level of LACTC funding in the early years of Project construction which may be unrealistic if the LA-LB Project is given priority and if LACTC is not authorized to finance externally. We cannot determine definitely if such funding is realistic because -- although SCRTD has provided us with projections regarding Proposition A receipts and LA-LB Project requirements -- no projection of LACTC receipts of STA funds or Long Beach local return is available.

Uncertainties which currently exist regarding Federal commitments, benefit assessment district legislation and the availability of LACTC funding are in the process of being resolved by SCRTD. Even if they are all resolved entirely to SCRTD's satisfaction, we strongly recommend that SCRTD prepare contingency funding plans because such plans substantially enhance the feasibility of any funding plan.

While Project costs assume a 7% contingency fund, it is widely recognized by both rating agencies and investors that no new major rail system has been constructed in recent decades without sizeable cost overruns. This concern is compounded by the cost overruns that have plagued other major non-transit construction projects financed in the tax-exempt market in recent years. To our knowledge, SCRTD has made no attempt to formulate contingency funding plans in the event of sizeable cost overruns, lower than anticipated subsidies or Proposition A receipts, or delays in the execution of benefit assessment district financing. In essence, the current funding plan assumes that, with the exception of a relatively small cost contingency,

everything will go as planned. This assumption will hamper SCRTD's ability to establish meaningful credit sources. For this reason, even if firm subsidy commitments are obtained, it will still be advisable for the District to prepare contingency plans which include various forms of additional financing, alternative construction schedules or escrow funds.

Conclusion

Based on our review we have reached the following conclusions:

1. SCRTD's funding plan by necessity has been developed before subsidy commitments can be obtained and before benefit assessment district legislation has been passed. Consequently, the majority of the projected funding is subject to uncertainties which should be resolved by future negotiations;
2. Benefit assessment district financing is feasible assuming that the financing and authorizing legislation is structured as described herein (See Tab D). However, our estimates show that such financing will not generate funding as soon as SCRTD currently expects. Consequently, SCRTD will need to obtain additional LACTC funding commitments in the early years of construction or attempt a number of alternative financings other than secured sales tax financing designed to fund small shortfalls. (See Tab D);
3. Of the financing mechanisms potentially available to SCRTD, dedicated sales tax financing is by far the most attractive. However, SCRTD has chosen not to pursue authorization for such financing at this time due to the political and practical difficulties associated with obtaining the necessary State legislation;
4. It is essential that SCRTD recognize that if projected subsidy commitments are not obtained and/or the benefit assessment district financing is not possible or is significantly delayed, the feasibility of any SCRTD funding plan will probably depend on the ability of SCRTD to obtain additional Proposition A commitments and/or the ability of SCRTD, LACTC or a related entity to leverage Proposition A receipts. It is important that LACTC understand that Proposition A revenues represent the major source of contingency funding in the event of funding shortfalls and/or cost overruns and take this into consideration prior to making any regional rail commitments in the next decade;

5. Even if sufficient subsidy commitments and benefit assessment district financing authorization are obtained, the credibility of the funding plan can be improved by contingency planning. Credible contingency planning will be important not only for SCRTD's internal planning purposes, but to ensure the feasibility of any financing, including benefit assessment district financing; and

6. The sales tax revenues dedicated to LACTC for rail purposes are capable of supporting a substantial bonding program. If SCRTD, LACTC or a related entity obtains authorization to issue sales tax notes and bonds, their potential economic bonding capacity would be well in excess of currently projected Proposition A and STA requirements for both the METRO Rail and LA-LB Projects. However, any meaningful projection of minimum subsidy levels necessary to fund the Project if bonding authorization is available will require LACTC projections regarding available LACTC rail funding, the LA-LB Project and long term LACTC regional rail plans.

B

II. INTRODUCTION

Purpose of Study

This study was prepared in connection with SCRTD's "RFP 048326: Request for Proposal for the Development of a Financial Plan for the Metro Rail Project" dated March 30, 1983. The scope of work encompassed the development of a financing plan for the Metro Rail Project. Services required were as follows:

1. Based upon a cost estimate for the project and a projected cash flow statement (both provided by the District), the consultant is to develop a financial plan containing options on how any cash flow shortfalls might be financed; and
2. Options for both long and short term financing must be developed.

Dillon Read Background

Dillon, Read & Co. Inc. is a leading investment bank which offers a wide variety of underwriting, financial advisory, marketing, investment advisory and other related financial services to a broad range of corporate and public clients. Dillon Read has substantial experience in the field of tax-exempt transit financing. Dillon Read served as financial advisor to the Washington (D.C.) Metropolitan Area Transit Authority in connection with that authority's \$1.2 billion financing program. We currently serve as senior managing underwriter to the Metropolitan Transportation Authority of New York and in that capacity designed and are now implementing a \$4.1 billion financing plan for MTA's \$8.5 billion capital program. Finally, Dillon Read serves as senior managing underwriter to the Metropolitan Transit Authority of Harris County, Texas. Since January 1980, Dillon Read has senior managed \$1.2 billion of negotiated financings for transit agencies, or approximately 50% of all such financing issued during that period.

Work Performed

Work performed was subdivided into a number of tasks:

Collection and Review of Data: Information was collected regarding (i) SCRTD's current financial position, (ii) SCRTD's and LACTC's enabling legislation, (iii) legislation supporting various subsidy programs and authorizing the issuance of debt or contractual obligations by SCRTD and LACTC, (iv) SCRTD projections of capital and operating costs for its bus system, The Metro Rail Project and the LA-LB Project, and (v) SCRTD projections of Proposition A receipts and the allocation thereof.

Development of Alternative Financial Plans: By the time that Dillon Read was retained, SCRTD had developed a funding plan which included benefit assessment district financing but which called for no additional financing as direct subsidies were considered sufficient to fund the major portion of the Project. Consequently, our scope of work was revised to (i) comment on the feasibility of benefit assessment district financing and calculate the timing and amount of funding which could be derived from this source, (ii) prepare alternative financing plans if the subsidy ratio which SCRTD is working to obtain cannot be achieved, and (iii) review a broad array of financing mechanisms which could be used in alternative financing plans.

Variable Testing: Normally, the preparation of financing plans requires extensive sensitivity analysis for the purpose of contingency planning. Planning variables traditionally tested for sensitivity include inflation, interest rates, the timing and amount of project costs and the level of subsidy receipts. Due to the small amount of financing and Proposition A receipts in SCRTD's funding plan, currently projected funding is relatively insensitive to variations in interest rates and inflation. Due to the projected level of subsidies and the size of the project, however, it is extremely sensitive to changes in subsidy funding ratios and cost overruns. Consequently, our sensitivity analyses focused on contingency funding. The results of these analyses suggest a number of steps SCRTD might take if either Project costs increase and/or funding from currently projected sources is lower than anticipated.

Review with SCRTD: At various times during our assignment we have reviewed numerous data and preliminary conclusions with SCRTD's financial staff, Metro Rail planning staff and legal department. They have also provided insight regarding SCRTD policy concerns which affect the advisability and feasibility of various financing alternatives.

Information Sources

A list of major information sources used in connection with this study is included at Tab H. Copies are available upon request.

C

III. SCRTD AND THE METRO
RAIL PROJECT

SCRTD

SCRTD is a public corporation created by The Southern California Rapid Transit District Law, Sections 30000 et seq. of The Public Utilities Code of the State of California to provide a comprehensive mass rapid transit system in Southern California. The District comprises all of Los Angeles County except Santa Catalina Island and the area lying north of the San Gabriel Mountains. It provides bus service within its boundaries on a contract basis and in portions of adjacent counties. The District operates the largest all bus fleet (approximately 2,800 vehicles) in the United States, carrying approximately 400 million passengers annually.

The District is currently undertaking the planning, construction and eventual operation of The Metro Rail Project to provide rapid transit services within Los Angeles.

Funding for SCRTD's operations is obtained from farebox and miscellaneous operating revenues and Federal, State and local subsidies. In fiscal years 1981 and 1982, the District's operating ratio was 42% and 44%, respectively. The net operating deficit was funded primarily out of the Los Angeles County Local Transportation Fund pursuant to the Transportation Development Act and from Federal operating subsidies. SCRTD's operating ratio for fiscal years 1983-1985 is expected to drop significantly due to the availability of sizeable Proposition A receipts, as discussed below.

SCRTD's capital funding has traditionally consisted primarily of a combination of Federal, State and local subsidies. SCRTD has issued equipment trust certificates payable from local capital grants to fund bus purchases. The District has approximately \$23.7 million Equipment Trust Certificates, Series 1980 outstanding which are rated AAA by Standard & Poor's on the basis of MBIA insurance. An issuance of additional certificates is planned for 1983 to fund bus purchases. SCRTD retired its remaining 1978 Refunding Bonds this year. These bonds were

secured by the gross operating revenues of the bus system and were rated Baal/A (Moody's/S&P). We have been advised by SCRTD's counsel that District farebox bonds issued prior to the passage of Proposition 13 had the additional protection, pursuant to the Southern California Rapid Transit District Act, of the District's ability to levy property taxes in the event fares were insufficient to pay debt service. SCRTD's only other outstanding debt consists of revenue anticipation notes and miscellaneous operating leases. A review of SCRTD's financial position also shows relatively small unfunded vested pension liabilities and a large cash insurance reserve fund which can be used as an operating cash reserve for periods of temporary cash shortages.

In summary, a review of SCRTD's operating and capital funding, operating ratios and financial management shows that the District has a sound financial position and a remarkably well run financial operation relative to other U.S. transit agencies. However, SCRTD faces two major financial concerns. The first is the effect on its operating budget and system service when it institutes a major fare increase in fiscal 1986 due to a substantial decrease in Proposition A operating funding. The second is that SCRTD's future capital needs due to the funding requirements of Metro Rail represent an enormous increase over historical needs. As a result, SCRTD must obtain new capital funding sources and new financing authorizations.

The Metro Rail Project

The Metro Rail Project as currently planned consists of an 18.3-mile, 17-station heavy rail subway system from North Hollywood to the downtown Los Angeles area. The Project is projected to have a total inflated cost of \$3.3 billion with a construction period from fiscal 1984 to 1992. The Project will be constructed and operated by SCRTD. Partial operation is expected to begin in June 1989 with full operation projected for July 1990. The following is a breakdown of projected annual project costs:

Metro Rail Project:
Annual Project Costs

<u>Fiscal Year</u>	<u>Commitments*</u>	<u>Disbursements*</u>
1983	\$ 83.7MM	\$ 20.8MM
1984	232.2	122.9
1985	555.3	195.0
1986	566.0	344.7

1987	568.0	473.4
1988	548.0	626.2
1989	547.0	682.3
1990	232.8	748.4
1991	51.0	170.3
Total	<u>\$3,384.0MM</u>	<u>\$3,384.0MM</u>

*Includes contingencies of 7%.

The District currently projects the following revenues as available to fund the Metro Rail Project:

Federal Subsidies: SCRTD projects that \$2.5 billion of Federal subsidies will be available to the Project, consisting of \$2.1 billion of UMTA Section 3 funding and \$378.1 billion of UMTA Section 9 funding.

State Subsidies: SCRTD projects that \$400.3 million of State Proposition 5 and/or STA subsidies will be available.

Local Sources: SCRTD projects funding from three local sources: (i) benefit assessment districts and related financing, (ii) Los Angeles return of a portion of its Proposition A receipts, and (iii) LACTC allocations of Proposition A receipts and STA funds.

The Los Angeles - Long Beach Light Rail Project

The LA-LB Project as currently planned consists of a light rail system from Long Beach to Los Angeles. The LA-LB Project is projected to have a total inflated cost of \$450 million with a construction period from fiscal 1984 to 1988 and will be constructed by LACTC. A breakdown of projected costs is not available from the Commission. However, on the basis of prior projected costs, an estimate has been made by SCRTD for the purpose of this study, as follows:

LA-LB Project:
Annual Project Costs

<u>Fiscal Year</u>	<u>Commitments</u>	<u>Disbursements</u>
1984	\$ 75.0MM	\$ 44.5MM
1985	112.5	101.4

1986	150.0	139.4
1987	12.5	126.7
1988	-	38.0
Total	<u>\$450MM</u>	<u>\$450MM</u>

The District currently has no information regarding LACTC's funding plan for the LA-LB Project, except that it will be funded entirely out of Proposition A and STA funds and Long Beach return of local Proposition A funds.

Proposition A

On November 4, 1980, Los Angeles County voters approved Ordinance No. 16 which imposes a 1/2% retail transaction and use tax on sales within the County for public transit purposes. On April 30, 1982, the California Supreme Court upheld the constitutionality of the tax, which was consequently imposed commencing July 1, 1982.

For the first three years from the operative date of the ordinance (in essence, fiscal years 1983 through 1985), Proposition A receipts after collection and administration costs are to be distributed by LACTC as follows:

1. Twenty-five percent to local jurisdictions for local transit;
2. An amount to SCRTD and other bus operators sufficient to permit a specified fare structure, including the maintenance of a basic cash fare of fifty cents; and
3. The remainder, after (1) and (2) above, for rail transit construction and operation.

After the first three years, receipts will be allocated as follows:

1. Twenty-five percent to local jurisdictions for local transit;
2. Thirty-five percent for rail transit construction and operation; and
3. Forty percent for public transit purposes at the discretion of LACTC.

SCRTD has assumed for planning purposes that the forty percent available on a discretionary basis after fiscal 1985 will be applied by LACTC to bus system operating and capital requirements of SCRTD and local municipal operators. Consequently, funding available for rail transit capital will consist of the designated thirty-five percent allocation. This revenue stream will be used to fund the Metro Rail Project, the Los Angeles-Long Beach light rail project and any future long term LACTC regional rail plans.

A breakdown of projected Proposition A receipts and the allocation thereof is shown on the following page.

Southern California Rapid Transit District

Allocation of LACTC Proposition A Receipts

(\$ In Millions)

	<u>Fiscal 1983</u>	<u>Fiscal 1984</u>	<u>Fiscal 1985</u>	<u>Fiscal 1986</u>	<u>Fiscal 1987</u>	<u>Fiscal 1988</u>	<u>Fiscal 1989</u>	<u>Fiscal 1990</u>	<u>Fiscal 1991</u>
Assumed Nominal Growth	<u>- 8</u>	<u>9.5%</u>	<u>8.5%</u>	<u>8.5%</u>	<u>8.5%</u>	<u>8.5%</u>	<u>8.5%</u>	<u>8.5%</u>	<u>8.5%</u>
Proposition A Receipts*	\$220.33	\$241.26	\$261.77	\$284.02	\$308.16	\$334.35	\$362.77	\$393.61	\$427.07
Less: Administration Cost	<u>1.02</u>	<u>1.04</u>	<u>1.16</u>	<u>1.24</u>	<u>1.34</u>	<u>1.43</u>	<u>1.53</u>	<u>1.64</u>	<u>1.64</u>
Available for Distribution	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43
Less: 25% to Local Jurisdiction	54.83	60.06	65.15	70.69	76.71	83.23	90.31	97.99	106.36
Less: SCRTD and Municipal Operating Deficit and Bus Capital**	<u>127.21</u>	<u>164.90</u>	<u>178.00</u>	<u>113.11</u>	<u>122.73</u>	<u>133.17</u>	<u>144.50</u>	<u>156.79</u>	<u>170.17</u>
Available for Rail Capital***	<u>\$ 37.27</u>	<u>\$ 15.27</u>	<u>\$ 17.46</u>	<u>\$ 98.97</u>	<u>\$107.39</u>	<u>\$116.52</u>	<u>\$126.44</u>	<u>\$137.19</u>	<u>\$148.90</u>

Notes:

* Net of collection costs.

** 40% of amount available for distribution after fiscal 1985.

*** 35% of amount available for distribution after fiscal 1985.

0

IV. REVIEW OF FINANCING ALTERNATIVES

Introduction

Capital formation for U.S. transit systems has been a consistent problem due to the inability of these systems to generate sufficient funds internally for both operating and capital needs. Consequently, a major portion of funding for both mature and new rail systems in recent decades has been provided by a broad array of direct Federal, state and local capital subsidies. Financing has occurred when direct subsidies were not sufficient to meet capital requirements or when direct state and local subsidies were not sufficient for Federal match purposes. With rare exceptions, financing techniques have been developed on the basis of long term credit enhancement or debt service funding provided or legislated by state and local agencies.

In many respects, SCRTD's situation with respect to the funding of the Metro Rail Project is typical of that historically faced by other -- particularly new -- rail systems. While SCRTD anticipates the receipt of a large amount of direct Federal, State and local capital subsidies to fund the Project, current projections show that long term capital financing will be required.

The purpose of this section is to review a broad array of financing techniques used by other transit systems and to discuss their possible use by SCRTD in the financing of the Metro Rail Project. The exhibit on the following page reviews the financing programs of other major U.S. transit systems.

Credit Mechanisms

There are two fundamental questions to be addressed by SCRTD in any discussion of potential financing alternatives. First, what revenue streams are available to support financing? Second, which of these revenue sources can be structured in a sufficiently creditworthy manner to provide the basis for marketable financing?

SCRTD currently has three revenue streams which economically could support long-term financing. The two potential long-term revenue streams in SCRTD's Project funding plan are benefit assessments and Proposition A receipts. Additionally, in the operating budget, farebox revenues and non-dedicated State and local operating subsidies will be available on a long-term basis. The economic sufficiency of these revenue streams to support debt service, however, does not in and of itself ensure the possibility of marketable financing sources.

Southern California Rapid Transit District

Summary Review of Major Financing Programs of U.S. Transit Systems

Urban Area	Issuing Entity	Type of Debt	Security	Amount Issued to Date (\$MM)	Bond Rating		Primary Use of Proceeds	Comments
					Moody's	S&P		
Atlanta, Georgia	Metropolitan Atlanta Rapid Transit Authority	Sales Tax Revenue Bonds	Dedicated Sales Tax Receipts of Fulton and DeKalb Counties.	\$ 625	A	A+	New rail system.	Total of \$1 billion authorized; Sales tax is 1% until June 30, 2012, 1/2 of 1% after.
Boston, Massachusetts	Massachusetts Bay Area Transportation Authority	General Obligation Bonds	Indirect General Obligation of the Commonwealth of Massachusetts provided by guarantee of assessment districts.	\$ 611.35	A1	AA-	Rehabilitation and expansion of bus and rail system.	-
Denver, Colorado	Regional Transportation District	Sales Tax Revenue Bonds	Dedicated Sales Tax Receipts, Denver Metropolitan Area.	\$ 45.145	A1	AA-	Transitway development and maintenance.	Possibility of additional bonds for new light rail system under consideration.
Houston, Texas	Metropolitan Transit Authority of Harris County, Texas	Sales Tax Revenue Bonds	Dedicated Sales Tax Receipts of Harris County, Texas.	-	-	-	New rail system.	Program subject to bonding referendum in 1984.
Miami, Florida	Dade County, Florida	Sales Tax Revenue Bonds	Dedicated Sales Tax Receipts, State of Florida.	\$ 100	A	A	Mixed county purposes, including Miami Metrorail.	Local share of State Half-Cent Sales Tax.
New York, New York	Metropolitan Transportation Authority	Transit Facilities Revenue Bonds	Gross revenues of subway and bus system.	\$ 250	Baa	BBB+	Rehabilitation of subway and bus systems.	First farebox bonding program of size.
		Transit Facilities Parity Obligation	Gross revenues of subway and bus system.	\$ 750	Baa	BBB+	Subway cars.	Vendor financing arranged with Economic Development Corporation of Canada.
		Commuter Facilities Revenue Bonds & Parity Obligation	Gross revenues of commuter railroad systems.	-	NR	NR	Rehabilitation of commuter railroad systems.	Program still in planning stages.
		Service Contract Bonds	Executory contract with NY State provides annual debt service, subject to appropriation.	\$ 535	A	A-	Rehabilitation of subway, bus, and commuter railroad systems.	MTA has no financial obligation to pay debt service from its own operations.
San Francisco, California	San Francisco Bay Area Rapid Transit District	General Purpose Bonds	Net revenues from bridge and tunnel tolls.	\$ 300	Aa	A+	Rehabilitation of subway, bus, and commuter railroad systems.	Authority is an affiliate of MTA which currently provides net revenues after debt service to subway, bus and commuter railroad operations.
		Sales Tax Revenue Bonds	Sales Tax Receipts in the counties of Alameda, Contra Costa, and San Francisco.	\$ 65	A	A+	Acquisition of 150 additional rail transit vehicles.	Secured by all of the district's revenues: Sales Tax Revenues (which are 75% of the 1/2 of 1% transactions and use tax), passenger fares, limited property taxes, investment income, State and Federal grants that may lawfully be used to pay Debt Service on 1982 Bond.
		Sales Tax Revenue Bonds	Sales Tax Receipts in the counties of Alameda, Contra Costa, and San Francisco.	\$ 150	-	-	Acquisition of rolling equipment.	All retired.
		General Obligation Bonds	Ad Valorem taxes levied on all properties in District.	\$ 792	A1	A+	Construction of system.	-
		General Obligation Bonds	Ad Valorem taxes levied on all properties in special district in District.	\$ 12	-	-	Subway construction in City of Berkeley.	-
Washington, D.C.	Washington Metropolitan Area Transit Authority	U.S. Government Guaranteed Bonds	Full faith and credit of the U.S. Government.	\$ 820	Aaa	AAA	New rail system.	Debt service payable from federal and related county subsidies.

By far the largest, most accessible and cost effective market for SCRTD securities is the U.S. public bond market. For planning purposes, SCRTD should assume that the credit standards applied by this market are those that SCRTD's financing plan must meet for public and private financings. Generally, the tax-exempt bond market is accessible in meaningful size to an issuer with an investment grade rating from one or both of the leading national rating agencies. While an issuer not meeting this test is not foreclosed from financing, it generally will not be able to finance in material amounts and individual financial arrangements will be more time-consuming, complicated and expensive.

The key credit requirements for an investment grade rating in connection with any securities used by SCRTD to fund the Project will include the following:

1. Revenues used to secure debt service must be legally and economically independent of Project completion;
2. The funding plan for the Project must ensure sufficient funds to complete the Project even under a variety of adverse circumstances;
3. Sufficient funds must be available to fund ongoing operations and such ongoing operations must not be overly dependent on any non-farebox revenue streams which also support debt service;
4. The legal ability and obligation to raise sufficient revenue (e.g. the State's ability to levy and collect sales tax for transit purposes, SCRTD's ability to levy and collect benefit assessments or to raise fares) to pay debt service and to secure debt service with such revenues must be absolute and unconditional; and
5. Rating agencies and investors are particularly sensitive to the possibility of cost overruns and project completion risks. These concerns are heightened for projects of large absolute size and subject to long planning and construction periods. In addition, greater consideration is being given to events of force majeure. Due to the size of the Metro Rail Project and Los Angeles' reputation as a potential earthquake site, SCRTD's engineering estimates will be subject to particular scrutiny and the quality of these estimates will effect the District's perceived credit both during and after the construction period.

In the following discussion, we have focused primarily on credit questions in our discussion of bonding credits. However, to the extent that SCRTD establishes a bondable credit with respect to these or any other revenue sources, it will automatically have access to a wide variety of financing techniques both in the public and private markets such as leasing, vendor financing, and short term financing.

Sales Tax Revenue Bonds

Of the major debt financing instruments used to provide public transit capital, other than full faith and credit pledges by a taxing authority, by far the most widely accepted is the sales tax revenue bond. Rated "A" or better by the leading rating agencies and highly marketable across the spectrum of institutional and retail municipal bond buyers, these securities provide bondholders with a source of revenue even if the transit system is shut down or remains incomplete. Because the integrity of the revenue source is separate and distinct from project completion, sales tax revenue bonds have been widely used to finance new rail systems. Outstanding sales tax bonds issued for public transit purposes include those of the Metropolitan Atlanta Rapid Transit Authority ("MARTA"), Dade County (Miami Metrorail), The San Francisco Bay Area Rapid Transit District, and the Regional Transportation District (Denver). Sales tax bonding programs currently in the planning stage include those of the Metropolitan Transit Authority of Harris County, Texas (subject to a bond referendum in 1984), the Dallas Area Rapid Transit Authority (also subject to a bond referendum) and the Orange County Transit District (subject to tax referendum under consideration).

As a result of the Proposition A ordinance, LACTC has a revenue flow from sales tax receipts which -- on an economic basis -- is capable of supporting a sizeable sales tax revenue bonding program with which to fund the Metro Rail Project and the LA-LB Project. However, we have been advised by SCRTD's legal department that they -- as well as SCRTD's and LACTC's bond counsels -- are of the opinion that state legislation will be required before a sales tax revenue bonding program which we believe to be creditworthy can be implemented. Critical issues include the following:

1. SCRTD, LACTC or a joint action agency needs statutory authorization to issue sales tax revenue bonds; and

2. The California Supreme Court decision affirming the legality of the Proposition A ordinance by a majority vote raises fundamental issues as to whether or not (i) the sales tax can be dedicated to or used to support debt, and (ii) the Proposition A ordinance can be repealed by a local ordinance without the consent of LACTC.

If marketable sales tax revenue bonds are to be issued, statutory bonding authorization will probably be required. Moreover, legislation will have to ensure that, once dedicated to bondholders, the levy of Proposition A cannot be repealed upon voter initiative. In essence, such legislation and the related bond documentation will have to provide for combined State, LACTC and issuing entity assurances as to the integrity of the sales tax credit mechanism.

Assuming the necessary legislation can be obtained, there are several additional credit issues that SCRTD will have to take into consideration in planning a sales tax revenue bonding program, primarily relating to bonding capacity and flow of funds.

Bonding Capacity: The bonding capacity of a particular sales tax revenue stream is typically defined by three factors: (i) legal limits, (ii) additional bonds tests and (iii) burdens placed on the same revenue stream by ongoing system operations.

While a statutory limit may be imposed by authorizing legislation, it is imperative that the amount permitted be sufficient to ensure project completion. For rating purposes, the rating agencies will want assurances that authorized amounts are sufficient to ensure project completion even in the event of cost overruns and/or variations in subsidy projections.

For additional bonds tests, the rating agencies look for 1.5X coverage of maximum future annual debt service by receipts in an historical period and 1.5X-2X coverage on a prospective basis. We believe this coverage level to be conservative considering the recent trend away from unnecessarily high coverage tests and precedents in other tax-supported financing outside of the transit sector. For this reason, and because we believe that maximum bonding capacity is important to ensure project completion, our general recommendation in similar situations has been to attempt a 1.25X historical test combined with a 1.25X-1.5X prospective test, so long as it does not jeopardize ratings of "A" or better.

SCRTD's situation is, however, slightly different. Of total Proposition A receipts, 25% is dedicated to local jurisdictions, 35% to rail capital and operating purposes, and 40% for discretionary purposes as determined by LACTC. Planning to date has assumed that the 40% dedicated to discretionary purposes will be used entirely to fund operating deficits of SCRTD and local municipal operators. We would recommend that, if possible, any sales tax bonding program be structured so that the 40% discretionary funds be used to provide positive debt service coverage with debt service structured in a manner such that it never exceeds the 35% dedicated to rail capital and operations. As a result, SCRTD would achieve substantial coverage for credit purposes whereas for practical purposes a 1.0X coverage would permit maximum bonding capacity.

The rating agencies also look for a covenant relating to the percent of the operating budget which can be funded from the sales tax stream which also supports the bonds. Again, because of the 40%/35% allocation provided in the Proposition A ordinance and used for planning purposes, this type of requirement should pose no problems for SCRTD.

SCRTD's only concern in this regard should be the sufficiency of its share of the 40% allocation along with other operating subsidies to fund the net operating deficits of its bus operation, Metro Rail and the LA-LB Project. While SCRTD's current projections show this allocation to be sufficient, the feasibility of ongoing operating funding will have to be demonstrated in connection with the rating of any financing. In this regard, the substantial fare increase which will be required in fiscal 1986 as a result of diminished Proposition A operating funding, will be a concern of the rating agencies for any sales tax bonds issued prior to that time.

Flow of Funds: Most revenue bonds are issued with numerous requirements as to the treatment and reserving of funds used to secure and pay debt service. For planning purposes, SCRTD needs to make assumptions regarding the timing of debt service payments and debt service reserve fund requirements. We would recommend that SCRTD assume that a sales tax bonding program could parallel MARTA's covenants in this regard as they are generally the most liberal. MARTA's bond resolution calls for debt service accruals to be maintained in an amount equal to one-half of the following 12 months debt service plus debt service accrued monthly (1/6 of semi-annual interest and 1/12 of annual principal) and contains no debt service reserve requirements. As background, the exhibit on the following page outlines the major terms of sales tax bonds of MARTA and the San Francisco Bay Area Rapid Transit District as well as sales tax bonds issued by Dade County to fund Miami Metrorail and miscellaneous county

Southern California Rapid Transit District

Summary Review of Terms of Sales Tax Revenue Bonds Issued by Metropolitan Atlanta Rapid Transit Authority, San Francisco Bay Area Rapid Transit District and Dade County, Florida

Issuer	Recent Issue	Amount	Bond Ratings		Pledge to Bond Holders	Rate Covenant	Additional Bonds Test	Flow of Funds	Comments
			Moody's	S&P					
Metropolitan Atlanta Rapid Transit Authority	Sales Tax Revenue Bonds, Series E	\$175,000,000	A	A+	First lien on and pledge of receipts of sales and use tax, levied at 1% until June 30, 2012, and at 1/2 of 1% thereafter.	Under the MARTA Act of 1965, transit operating revenues received must equal or exceed 35% of operating costs. No more than 50% of tax may cover operations until July 1, 2012, after which 60% may cover operations. Tax must be maintained at maximum rate until August 31, 2021.	Sales Tax Revenues received under Rapid Transit contract in any 12 consecutive of the preceding 15 months must have been 2.00 times debt service paid and at least 1.50 times maximum prospective debt service in any future year. Projected annual sales tax revenues under Rapid Transit Contract as determined by consultant must be 2.00 times debt service in any such future year.	All sales tax receipts payable under Rapid Transit Contract paid directly from State Fiscal division to Trustee for deposit. Balance in the Debt Service Account of the Sinking Fund must at all times be maintained at the sum of 1) 1/2 debt service over the next 12 month period, plus 2) Accrued Aggregate Debt Service (i.e., 1/6 next interest payment, 1/12 next principal payment). After Trustee's fees remaining balance may be transferred to the Authority.	No Debt Service Reserve Fund.
San Francisco Bay Area Rapid Transit District	Sales Tax Revenue Bonds, Series 1982	\$ 65,000,000	A	A+	Secured by first lien and pledge of all the Revenues of the District's Rapid Transit System, including Sales Tax Revenues, all passenger fares, and certain property tax revenues. The District is authorized to levy a transactions tax of 1/2 of 1% in Alameda, Contra Costa, and San Francisco Counties.	The District has covenanted to fix and collect passenger fares for each fiscal year at levels which will yield Revenues sufficient to cover: 1) Principal and Interest on the Bonds, 2) any other obligations which are charges, liens or encumbrances upon Revenues, and 3) Operating Expenses.	1) Sales Tax Revenues for 12 consecutive of the past 18 months shall have been 2.00 times prospective Debt Service Reserve Requirement, 2) Sales Tax Revenues, as estimated by a qualified consultant, shall in the current and succeeding four years be at least 2.00 times prospective Debt Service Reserve Requirement, and 3) in consultants opinion, Estimated Revenues of the System for the current and next succeeding four years, minus Operating Expense for each fiscal year, will equal at least 125% prospective Debt Service Reserve Requirements.	State Board of Equalization will remit monthly 75% of Sales Tax Revenues directly to the Trustee. Trustee applies these funds monthly to: 1) Expense Account, 2) 1/6 of semi-annual interest payment to Interest Account, 3) 1/12 principal payment to Redemption Account, 4) 1/12 sinking fund requirement to Sinking Account, and 5) amount necessary to maintain Debt Service Reserve Account.	
Dade County, Florida	Sales Tax Revenue Bonds, Series A	\$100,000,000	A	A	First lien on and pledge of Sales Tax Revenue, collected in Dade County by the State of Florida.	-	Sales Tax Revenues received by the county for 12 consecutive of last 18 months shall be at least 150% of maximum proposed debt service.	State of Florida remits Local Government Half-cent Sales Tax to county for deposit into Dade County Sales Tax Revenue Bonds Revenue Fund. County makes monthly withdrawals of accruals toward Debt Service (1/6 next semi-annual interest payment, 1/12 next annual principal payment), plus withdrawal necessary to maintain a Bond Reserve Account equal to Maximum Annual Debt Service. This last withdrawal cannot, within any fiscal year, exceed 20% of Maximum Debt Service. Remaining Revenue Fund monies may be used by the County for any lawful purpose.	

projects. While not required by its bond resolution, it is interesting to note that MARTA has regularly maintained a cash escrow of sales tax receipts as an ongoing capital reserve. In discussions regarding a sales tax bonding program for the Houston system, both rating agencies expressed a preference for Houston to do the same.

One item that has not and cannot be addressed at this point in time is the specific structure of a sales tax bonding program. Specific structures can only be determined after a decision is made as to who the issuing agency would be; that is, whether LACTC, SCRTD and/or a joint action agency will issue sales tax revenue bonds. While a variety of advantages can be given for numerous issuing structures to be proposed, key considerations include policy concerns which are not a subject of this report.

Special Assessment District Bonds

Special assessment district bonds have been discussed widely as a financing technique for transit development but have generally not been used with great success. The attraction of this financing technique is that it places the financial burden on those most likely to benefit directly from system development. To our knowledge, both Miami and San Francisco have attempted such financings in recent years and have run into political and legal obstacles.

The major obstacle to special assessment district bonding programs in any meaningful size is the posture of the two leading rating agencies towards them. Standard & Poor's has a formal policy against rating special assessment district bonds. Moody's, while having no firm policy, generally does not rate them. Reasons given by the agencies for their policies include the following:

1. Assessment generating ability of the districts are often economically dependent on the success of the project being financed with bond proceeds;
2. Districts in question are often small and not diversified in economic base and number of potential tax payers; and
3. Legal and practical questions often exist concerning the "joint and several" liability of all taxpayers in the district and the enforceability of the assessment obligation in the event of project failure.

SCRTD has assumed for purposes of its funding plan that it can sell a sizeable amount of benefit assessment district bonds in the early years of project construction. For this reason, we have had several conversations with the rating agencies with regard to the feasibility of such a financing. A diversified pool of benefit assessment districts in the City of Los Angeles could be structured in a manner which would appear to address many of the agencies' concerns as to size, economic wealth and diversification. So long as SCRTD can obtain legislation permitting it to levy and enforce assessments sufficient to pay debt service (and positive coverage thereof) regardless of project completion or voter initiatives, we believe that it is possible to obtain an investment grade rating from at least one of the rating agencies. This will require, however, that SCRTD have the power to raise assessments to offset payment failures or decreases in the districts' property base during the life of the bonds.

While benefit assessment district bonds are more complicated and expensive than sales tax revenue bonds, we consider this type of financing to be both a feasible and attractive financing alternative for SCRTD.

Farebox Revenue Bonds

The only "true" farebox revenue bonding program of meaningful size implemented by a U.S. transit agency is the Metropolitan Transportation Authority of New York's \$1.6 billion Transit Facilities Revenue Bonds, of which \$250 million have been issued to date. The MTA pursued the farebox revenue bonding option only when it became clear that New York State would not provide a dedicated sales tax along the lines of Proposition A. To date, these bonds have not received the credit ratings or enjoyed the marketability of sales tax revenue bonds. As a result, they are a more expensive form of financing than other generally available methods.

The MTA farebox bonds are secured solely by the annual revenues of New York City's subway and bus system. The system has an operating ratio of approximately 50-60%. Its net operating deficit is funded with a combination of Federal, state and city operating subsidies which -- with minor exceptions -- are not dedicated to the system. Engineering studies prepared in connection with this bonding program demonstrated that demand for service was sufficiently inelastic that farebox revenues and miscellaneous dedicated revenues could support operating expenses and debt service even assuming the elimination of all Federal, state and city operating subsidies.

Farebox bonds secured by the revenues of a system yet unconstructed are not feasible from a credit standpoint. Consequently the only farebox bond which SCRTD is in a position to consider is one secured by the gross revenues of its bus system. While SCRTD's bus system is large and it appears capable of operating at a high operating ratio, it is questionable whether engineering studies would demonstrate demand sufficient to support a 100% operating ratio as well as any meaningful amount of financing. While the agencies and/or investors are sometimes willing to accept ongoing state and local subsidies as sufficient credit support for insignificant amounts of debt, it is clear that they will not do so in meaningful size. One relatively recent example of this is the San Antonio Metropolitan Transit Authority's \$9,580,000 Revenue Bonds, Series 1978 which were secured by farebox revenues of San Antonio's bus system and placed privately on a non-rated basis. At the time, San Antonio had a dedicated sales tax which could not be used to secure bonds without a referendum. By dedicating its sales tax to operating expenses, San Antonio was able to free farebox revenues for the payment of debt service.

Finally, questions have been raised about the ability of transit agencies to use the proceeds of financing payable from or secured by farebox revenues for Federal match purposes as a result of UMTA regulations which prohibit the use of farebox revenues as local match. In the planning of its financing program, MTA sought an answer to this question from UMTA but to our knowledge never received a final determination. In MTA's case, the outcome was relatively unimportant since MTA's farebox credit will be used entirely to fund subway car purchases. Due to the safe harbor leasing provisions, these car purchases are being funded entirely by state and local money. For SCRTD, such limitations on farebox bonds would also inhibit the District's ability to use this financing vehicle in any meaningful size due to the importance to SCRTD of achieving sufficient State and local match.

Service Contract Bonds

Service contract bonds are being used by the Metropolitan Transportation Authority of New York to fund its transit and commuter rail rehabilitation programs. The MTA service contract bonds, while issued by MTA, are secured by and payable solely from payments made pursuant to two service contracts between MTA and New York State. The service contracts are executory contracts of New York State in which the State agrees to pay to MTA \$80 million annually subject to annual appropriation. If the legislature fails to appropriate such payments neither New York State nor MTA are legally obligated to pay debt service.

The service contract concept was used in New York as a way to leverage limited state subsidies in order to provide sufficient state and local funds to both match Federal subsidies and to fund a major transit capital program. While generally new to transit, this type of funding mechanism is common in other areas of tax-exempt financings. Variations include city and state lease payments to support authority debt or various types of "moral obligation" financing.

SCRTD may wish to investigate this financing mechanism more closely under a number of circumstances:

1. If a sales tax revenue bonding program is not possible, the leveraging of direct State and/or local subsidies could provide a new funding source; and
2. In the event that State legislation authorizing a creditworthy sales tax bonding program cannot be obtained, a service contract could be used as a credit mechanism for -- in essence -- a sales tax bonding program. For example, the State of California or County of Los Angeles could enter into a service contract with SCRTD agreeing to pay a fixed sum to SCRTD annually. The same parties would enter into a separate contract under which SCRTD would agree to reimburse the State or County for amounts paid subject to the receipt of sales tax revenues. SCRTD would issue bonds secured by the original service contract. In this instance the service contract would be a form of credit rather than financial support.

After conversations with the SCRTD staff, our impression is that the political feasibility of arranging a service contract bond for either financial or credit support is low. As a sales tax revenue bonding program is both preferable as well as more politically feasible, it would appear that SCRTD should not pursue the idea of service contract bonds at this time.

Non-Profit Corporation Debt

To address the problem of security constraints imposed by statute, financial planners have sometimes focused on the establishment of a non-profit corporation as prescribed in IRS Revenue Ruling 63-20 and Revenue Procedure 82-26, through which bonds may be sold on behalf of an agency not authorized to issue or otherwise secure bonds. The corporation would sell tax-exempt bonds the proceeds of which would be used to construct certain

facilities, title to which would be held by a Trustee until conveyed to the appropriate agency upon full repayment of the corporation's bonds.

This type of financing, while not unusual, is infrequently seen in the market. It has been used extensively in California where industrial development financing is not legal under State law. For example, the City of Los Angeles created the Regional Airports Improvement Corporation, as a non-profit corporation whose assets are irrevocably dedicated to the City. This corporation has issued bonds to finance facilities for commercial airlines (Western, TWA and American Airlines) which are secured by rental payments, made by the airlines pursuant to a facilities lease, the payment of which is absolute and unconditional. The 63-20 corporation has been used to some degree in Florida, where county facilities (in Lee, Orange, and Palm Beach Counties, among others) are constructed by the corporation and leased to the county. This method of financing is used in Florida because of the political difficulties of generating public support for debt service tax millage and the heavy first lien leveraging of the local non ad valorem revenues. These lease arrangements often entail a subordinated position to existing revenue bonds of the county and are generally viewed as being a grade below the credit quality of the lessee/county. For the most part, these Florida issues have been relatively small issues (\$30 million) and have benefited from and/or depended upon municipal bond insurance to attract a market.

The 63-20 corporation financing option must be tailored to comply with certain IRS requirements. The non-profit corporation:

1. Must engage in activities which are essentially public in nature;
2. Must be one which is not organized for profit except to the extent of retiring indebtedness;
3. Must not permit corporation income to inure to any private person;
4. Must be tied to a state or political subdivision which has a beneficial interest in the corporation while the indebtedness remains outstanding. Full legal title to the property of the corporation reverts to the subdivision upon the retirement of such indebtedness; and

5. Must have been approved by the state or a political subdivision thereof, either of which must also have approved the specific obligations issued by the corporation.

In addition, the IRS requires that no working capital be funded out of proceeds of the obligations, and imposes restrictions on the issuance of refunding bonds and the term of bond issues.

These restrictions do limit the financial flexibility of the 63-20 corporation, both as to the ability to defease the outstanding obligations through an advance refunding and the flexibility of structuring future issues of additional parity or subordinated debt to improve or renovate the project. Thus, "capital intensive" projects which may require the infusion of additional capital subsequent to the issuance of the initial bonds may have problems in their ability to obtain such financing through the issuance of bonds by the 63-20 corporation. Generally, however, 63-20 corporation bonds may be defeased through an issue of bonds sold by a separate entity.

While a 63-20 corporation may be one method of potentially circumventing the lack of SCRTD/LACTC bonding authorization with regard to Proposition A revenues, it does not solve the credit problems which already exist regarding the long term dedication of Proposition A revenues to support debt service. While the public market is willing to accept the revenue availability and appropriation risk of a county or other tax levying entity on a relatively small issue or the lease generating capacity of a facility providing an essential service (such as an airport), we do not believe it will accept the credit risks currently associated with the legal status of Proposition A receipts in any meaningful size.

Vendor Financing

Vendor financing for heavy rolling stock has been a common method of financing these purchases, especially outside of the United States. It is a fairly recent development in financing for U.S. rapid transit, due to the historically high level of Federal support for vehicle expenditures. Vendor financing has received considerable publicity in the last year as a result of two vendor financings negotiated by the Metropolitan Transportation Authority of New York in connection with two rail car orders: 825 subway cars ordered from Bombardier, Inc. and 325 subway cars ordered from Kawasaki Heavy Industries, Ltd. as represented by the Nissho-Iwai America Corporation.

Under its financing agreement with Nissho-Iwai, MTA had the option to elect to pay 80% of the Japanese content of each car (approximately 46% of total cost) in ten semi-annual installments commencing six months after the shipment of each such car, with interest at 9%. Fees paid in connection with currency exchange hedges provided by the vendor resulted in a projected effective interest rate of 11.9%. The total expected amount of financings was approximately \$150 million. Due to declining interest rates during the option period, MTA elected not to use the financing. Despite the relatively high effective interest rate, there are two aspects of this financing which could be appealing to SCRTD.

First, the Nissho-Iwai financing agreement was finalized prior to the structuring of any of MTA's bond credits. Nissho-Iwai accepted a general obligation of MTA which was--in essence--an unmarketable, unsecured credit. Under the agreement, Nissho-Iwai had the option to exchange its general obligations for parity obligations if and when MTA issued Transit Facilities Revenue Bonds. The agreement, however, was not contingent on the successful rating or issuance of these bonds. Consequently, the Nissho-Iwai financing is a recent example of the fact that certain vendors are on occasion more liberal regarding credit considerations than most investors.

Second, because of the substantial availability of Proposition A revenues after the construction of the LA-LB project, SCRTD may be in a position where short term sales tax financing is desirable. While vendor financing is clearly more expensive than notes issued in the public market, it may still be attractive if sufficient State and local matching is a problem in the early years of the program, while at the same time total financing needs are not sizeable enough to warrant the work involved in obtaining the State legislation necessary for sales tax financing in the public markets.

In connection with the Bombardier contract, MTA entered into a loan agreement with the Export Development Corporation ("EDC"), a Canadian government corporation, whereby EDC agreed to lend MTA in U.S. dollars the lesser of 85% of the total cost of 825 subway cars or \$750 million. Under the agreement, MTA pays interest only at 9.7% on each advance made to Bombardier during construction. Commencing six months after delivery of the last car, the total principal amount of the loan will be repaid in 20 equal semi-annual installments. Fees payable to EDC included a one-time administrative fee of 1/2% of the loan commitment and a semi-annual commitment fee of 1/4% (1/2% on an annualized basis) of the unadvanced loan commitment.

The loan to EDC is evidenced by parity obligations which are secured *pari passu* with MTA's Transit Facilities Revenue Bonds. The EDC financing, unlike the Nissho-Iwai financing, was contingent on the receipt of an investment grade rating from either Moody's or Standard & Poor's. The parity obligations are negotiable and therefore can be remarketed by EDC to third-party investors.

With respect to the Bombardier contract, the Budd Company petitioned the United States Department of Commerce and the U.S. International Trade Commission to impose duties on the Bombardier cars to neutralize the alleged competitive advantage which financing supplied by the EDC gave to Bombardier. Proceedings before the Commerce Department and the Commission delayed the financing for approximately six months. The Commerce Department's final countervailing duty determination found that Bombardier had received subsidies totaling \$91.2 million, primarily as a result of the EDC financing. If the International Trade Commission had determined that the car purchase had or threatened to materially injure a U.S. industry, the transaction would have been subject to a countervailing duty of \$91.2 million payable, ultimately, by MTA. No duty was ever imposed as Budd Company withdrew its petition after reaching a separate settlement with MTA.

One of the critical factors in MTA's success in negotiating highly attractive vendor financing was the size of individual car orders. Another factor was a provision of state law passed for this exact purpose which exempted certain purchasers of subway cars from competitive bidding requirements. As a result, MTA was able to solicit initial bids and then negotiate bidders against each other with respect to both purchase price and financing. It also gave MTA the ability to delay the final award of contracts until a firm financing agreement was in place. Other transit agencies, subject to strict competitive bidding laws, have been highly unsuccessful with vendor financing. A primary reason is that their contracts must be awarded on the basis of initial bid, prior to the time a firm financing agreement can be negotiated.

As a result of MTA's experience with the Commerce Department, it is unlikely that relatively attractive intermediate term vendor financing will be available to SCRTD. Domestic manufacturers are generally not used to providing financings and when they arrange financing packages they will generally turn to leasing companies and banks for assistance. These are markets that SCRTD is just as capable of accessing on its own. The most attractive vendor financing is usually available from foreign suppliers who are more active in arranging export credit with

government assistance. At the same time, the terms and conditions are generally not competitive with the tax-exempt markets with the exception of a non-bondable credit. The one possible exception to the competitive advantage of the foreign supplier is the ability of a domestic manufacturer to take advantage of the tax benefits of a lease transaction or tax-exempt financing.

One form of vendor financing sometimes available through foreign agencies and which we consider attractive is a guarantee. We have seen two types of guarantees proposed by foreign export banks in connection with transit vendor financing although no transactions of this nature have been completed to date. The first is a guarantee of the transit agency securities.

The second is a guarantee given to foreign banks in return for providing a letter of credit to the transit agency which then uses the letter of credit to support its securities. Such guarantees are more attractive than direct funding by--in essence--combining the benefit of a AAA credit with U.S. tax-exempt rates. However, because no transactions have been successfully negotiated by any public agencies, we do not know what the potential problems would be with the Commerce Department if a domestic bidder were to object to such a guarantee.

To the extent that SCRTD finds that its potential funding needs do not warrant the structuring of a bondable sales tax credit, we believe that it should actively pursue vendor financings on selected large individual contracts. It should do so, however, only if State bidding laws permit sufficient flexibility to negotiate the financing agreement prior to contract award. In addition, if vendor financing is pursued, it should only be pursued with bidders when the likelihood of an attractive offer exists. Indiscriminate requests for financing proposals on a large number of contracts can often result in a limited number of banks and leasing companies receiving repeated requests to structure financing proposals for U.S. bidders which are generally not feasible unless a bondable credit exists and not competitive if such a credit does exist.

Equipment Trust Certificates

SCRTD has issued equipment trust certificates in the past to fund bus purchases. Based on conversations with District staff, SCRTD's successful use of this financing technique resulted from its ability to convince MBIA of the creditworthiness of local subsidy programs on a long term basis. Equipment trust certificate financing for Project rolling stock--like vendor financing

-- is one financing alternative that the District should consider if its funding projections ultimately show that additional financing is required but not in an amount sufficient to warrant the effort required to obtain authorization for sales tax financing.

SCRTD should not assume that the feasibility of equipment trust financing for bus purchases will ensure the feasibility of such financing for Metro rolling stock. First, the amount needed to finance Metro rolling stock is potentially greater. To the extent MBIA insurance is sought, amounts needed in combination with outstanding financing could exceed MBIA issuer limits. In addition, buses are more transferable assets relative to rapid transit cars. Consequently, the collateralized value of buses is generally greater in the event of a default.

We would advise SCRTD to discuss the possibility of equipment trust financing payable from LACTC Proposition A commitments with MBIA at some point in the future to determine the feasibility of this alternative. If MBIA is not receptive to the idea, there are other insurance issuers who could be consulted. However, we suspect due to prior relationships that SCRTD has the highest probability of success with MBIA. If municipal bond insurance cannot be obtained, SCRTD's only practical source of "equipment trust financing" in any meaningful size would be in the form of vendor financing, as discussed above.

Safe Harbor Leasing

The Economic Recovery Tax Act of 1981, as amended by the Tax Equity and Fiscal Responsibility Act of 1982, permits the sale of depreciation on qualified mass transit vehicles through a transaction known as a safe harbor lease or tax benefit transfer. Under the Act, that portion of vehicle cost funded with Federal subsidies is not eligible for safe harbor leasing. In addition, a safe harbor lease may be entered into only if the vehicles are placed into service by December 31, 1987. This date can be extended under certain circumstances but only if the vehicles were contracted for by April 1, 1983. As a result of this provision, Project rolling stock would not be eligible for safe harbor leasing under the current law.

However, a review of the legislative history of safe harbor leasing for mass transit vehicles may be of interest to SCRTD. The eligibility of transit rolling stock was added to the corporate safe harbor leasing provisions of the Economic Recovery Tax Act of 1981 primarily due to efforts of the Metropolitan Transportation Authority of New York. At the time, MTA estimated

that safe harbor leasing of rolling stock purchased in connection with its five-year capital program could generate approximately \$400 million of direct funding. After the Act's passage, numerous transit agencies availed themselves of these provisions. In 1982, when the 1981 corporate safe harbor leasing provisions were repealed by the Tax Equity and Fiscal Responsibility Act, the mass transit provisions remained as a result of intense lobbying by numerous transit agencies, including MTA. Depending on the size of SCRTD's estimated rolling stock orders both for the Project and its bus system, it may well be worthwhile to pursue Federal legislation authorizing an extension of the current deadline if SCRTD is able to fund a significant portion of its car purchases with State and local subsidies.

Not only does the legislative history of safe harbor leasing indicate wide-spread transit industry support for the continued availability of this financing technique, but the current provisions exclude many other new rail start programs which would benefit enormously from such an extension (e.g. Houston, Dallas, Orange County, Denver).

Assuming such an extension were possible, SCRTD could realize, depending on market conditions and lease term, 12-15% of the depreciable cost of the portion of equipment funded with State or local dollars.

Leveraged Leasing

A great deal has been written in recent years about the advantages to certain exempt facilities (which include certain mass transit facilities) of combining the advantages of tax-exempt debt with the benefits to a taxable lessor of depreciation. The current status of these transactions is undetermined due to the introduction of Federal legislation regarding the legality of many of the associated tax benefits. What type of leasing transactions will be available to SCRTD and still be financially attractive can only be determined after the outcome of these legislative initiatives is known.

There are several general comments which should be made in connection with leasing, however, that SCRTD should remember in considering these transactions if and when it can be determined that they are available on an attractive basis.

First, any sizeable sale-leaseback will generally require credit mechanisms in place similar to those required by the bond market unless the property involved serves as highly attractive and marketable collateral.

Second, payment default on a sale-leaseback may place SCRTD in a position of losing a part of the system on which operations depend. As a public agency, sale-leasebacks on certain types of facilities raise policy issues which may offset the financial benefits of these transactions.

Third, any sale-leaseback of interest to SCRTD would be structured with an option for the District to repurchase the property at the end of the lease term. For purposes of obtaining the necessary tax opinions, the option to purchase is structured with a purchase price equal to fair market value at the end of the leasing term. Any calculation of the attractiveness of the lease as a financing alternative depends on the assumed fair market value of the property. Consequently, the relative desirability of the transaction can only be known at the end of the term. In addition, even if the lease was attractive on a present value basis, this is of little consideration to a public agency placed in the position of financing a large purchase price at the end of the lease.

While there are a number of steps which can be taken to minimize the ultimate fair market value (e.g. land leases, and/or renewal options), it will generally be in SCRTD's interest to limit leasing to property for which market value is not subject to large appreciation, such as equipment and selected smaller facilities on less desirable real estate where fee title to land is retained by the District.

In summary, we would advise SCRTD to wait until the legislative questions surrounding leasing are resolved before seriously investigating the desirability of this financing technique.

Joint Development Agreements/Private Contributions

Another transit financing mechanism which has received a great deal of attention in recent years is the joint development agreement, or other similar joint venture agreements which represent contributions from the private sector to fund the capital or operating needs of a transit system. Joint development agreements in various forms are currently being used in Miami, Atlanta and New York to provide capital and maintenance funding for stations, parking lots, and to capture the value of system air rights. One of the appeals of the joint development agreement is that of benefit assessment districts: it is a vehicle to recapture some of the financial benefits which accrue to those owning properties adjacent to the system and enterprises served by the system or whose markets are expanded by station location.

In addition, it is a vehicle which can exploit the sometimes enormous potential value of unused real estate associated with system property, such as air rights.

Because of the substantial real estate value along the planned Metro Rail system and the large commercial districts that it will serve, the potential for joint development should be great. We are in no position to assess this potentiality as such an assessment must be based on knowledge of specific system routing and station location, related real estate composition and commercial activity and local political receptivity to such transactions (particularly on properties condemned for SCRTD's use). Consequently, an accurate assessment of joint development funding is best made by SCRTD with or without local consultants.

As joint development agreements are a potential source of sizeable funding, we concur with SCRTD's decision to pursue this funding mechanism early in the Project. We also concur with SCRTD's exclusion of proceeds of such transactions from its funding plan. As these transactions are highly specific, usually involve lengthy planning and negotiation and often require pre-funding by the transit agency, it is ill advised to rely on them for initial funding requirements. However, inability to rely on them for planning purposes should in no way be permitted to diminish their potential attractiveness as a long term source of funding.

Mortgage Financing/Certificates of Participation

SCRTD has asked us to comment on the feasibility of mortgage financing, specifically as evidenced by certificates of participation. Certificates of participation are a method of syndicating a large financing such as a mortgage financing or lease financing where the primary security is a large asset (e.g. a property), a pool of assets (e.g. a pool of trustee mortgages) or a single note or bond (e.g. when for statutory reasons an issuer is not authorized to issue multiple securities or denominations).

As discussed above under leasing, a collateralized financing will generally place the same credit constraints on SCRTD as the bond market. The possible exceptions are instances where the mortgaged property is highly marketable with a market value sufficient to provide over-collateralization. In this instance, however, SCRTD would run the risk that an event of default would cause it to lose a part of the system necessary for operations. If as a policy matter it is willing to accept this

risk, it will in most instances be better off using lease transactions rather than mortgage financing unless pending Federal legislation revokes the tax benefits associated with such leases and except in instances when the property involved is subject to substantial price appreciation.

If SCRTD were to pursue this financing technique with the appropriate property as collateral, we would strongly recommend that an effort be made to obtain ratings and issue the financing in the public markets. The lack of specific precedent and our work with the agencies for transit clients do not provide the basis for an opinion that an investment grade rating would be possible. However, we feel that the agencies' policies regarding collateralized financings in other industries such as the savings and loan and railroad industries, as well as the practical likelihood of continued receipt of State and local subsidies, particularly Proposition A, should serve as the basis for an effective rating argument. If successful, SCRTD would have access to a more cost effective market than the one in which such debt would most likely be placed on a private basis.

Again, as has been the case with numerous financing techniques discussed above, mortgage financing may be considered an alternative to the extent that SCRTD ultimately determines that additional financing is required, but not in an amount sufficient to warrant the effort involved in obtaining authorization for dedicated sales tax financing. And, like the others discussed, it cannot necessarily be relied upon to be available at the time and in the amounts necessary.

Short Term Financing

There are enormous potential benefits associated with short term financing for most tax-exempt issuers as the yield curve in the tax-exempt market (with rare historical exception) is upward sloping; that is, interest rates rise as the maturity of an obligation lengthens. As a result, a tax-exempt issuer can borrow at substantially lower expense in the short term market than in the long term market. In addition, for issuers like SCRTD who are funding large capital projects on a commitment basis and must borrow well in advance of the disbursement of funds, short term borrowing permits the circumvention of the risk of negative cost of carry. This occurs when long term tax-exempt rates are higher than short term government interest rates and, consequently, investment earnings on bond proceeds prior to disbursement are lower than interest expense. Finally, the relationship of short term tax-exempt and government rates is such that, subject to IRS regulations, the potential exists for substantial positive investment earnings on short term financing.

There are two disadvantages associated with short term financing, both of which relate to refinancing risk. First, an issuer's overall interest expense may not be decreased if long term rates increase, raising refinancing expense. In addition, unless take-out mechanisms are provided for, short term issuers assume long term market access at maturity. Refinancing risks are often the reason we advise our clients against heavy reliance on short term financing, particularly when the feasibility of their project is interest-rate sensitive.

Assuming SCRTD is successful in obtaining currently projected subsidy commitments, we believe the District should pursue short term financing in connection with the funding of the Metro Rail Project. First, short term financing offers the potential for investment profits. Second, if authorization can be obtained for Federal or State grant anticipation programs, related anticipation note financing may help maximize available subsidies by increasing the period of time in which UMTA and the State would have to make cash contributions. Third, under SCRTD's current projections, the only potential shortfalls which may occur are in the early years of construction. Assuming no regional rail projects over the decade other than the LA-LB Project, excess Proposition A revenues are available in later years. Consequently, short term financing in the early years of Project construction in anticipation of Proposition A receipts appears appropriate if such financing is acceptable to LACTC. However, such financing should not be done in an amount which would exhaust a majority of excess Proposition A balances as these balances represent SCRTD's and LACTC's major source of contingency funding unless sales tax financing authorization is obtained.

We do not believe SCRTD should consider short term benefit assessment district financing. Because the amount of benefit assessment district bonds issuable will depend on the relationship of historical receipts and interest rates at the time of issuance, the amount of any short term benefit assessment district financing issued must be sufficiently below the amount permitted under the current bond issuance tests to avoid refinancing risks if assessments should decline and/or interest rates rise. For this reason and because of the relatively low rating which can be anticipated on benefit assessment district bonds, we believe SCRTD should rely on capital grants or letters of credit which look to Proposition A commitments from LATC as short term security.

There follows a review of a number of short term financing instruments which SCRTD may wish to consider.

Bond Anticipation Notes: Bond anticipation notes are secured by the proceeds of bonds to be issued prior to or at the notes' maturity. The marketability and ratings of such notes are based on the marketability and ratings of the underlying bond credit. Bond anticipation notes are generally issued at a fixed rate with a 3-5 year maturity. Issuers with a strong bond credit and the statutory authorization to do so generally prefer other short term financing vehicles as the potential interest savings are greater. Since we do not believe the District should issue short term benefit assessment district financing, bond anticipation notes would only be used in connection with a sales tax bonding program, if authorized.

Commercial Paper: Commercial paper has been a long-standing corporate financing technique which tax-exempt issuers have begun to use in recent years as and when statutory authorization could be obtained. The advantages of a commercial paper program are that the size and timing of issuance is extremely flexible and, because this borrowing typically accesses the shortest area of the market, interest expense is extremely low. With very rare exceptions, ratings and marketability are dependent and determined by a supporting letter of credit.

Grant Anticipation Notes: While SCRTD is authorized to issue grant anticipation notes, the State and Federal grant programs which will fund the Project are not currently structured to permit this type of financing. Grant anticipation financing on either of these programs could have substantial benefits for SCRTD. First, as noted above, by using such financing to lengthen the period in which the State or UMTA has to provide subsidies on a cash basis, SCRTD may improve its chances of achieving maximum subsidy funding. Second, the issuance of such notes under an authorized program diminishes the risk associated with any subsidy programs which might otherwise not issue firm commitments. For financing purposes, SCRTD would need executory commitments from the State or UMTA. Even though such commitments would most likely be subject to appropriation, this would not present a problem for rating and marketing purposes (See discussion of Service Contract Bonds above).

Under Section 315 of the Surface Transportation Assistance Act of 1982, UMTA has contracted for a study on the benefits of leveraging Federal capital subsidies and the Congressional Public Works Committee has held hearings to investigate the advisability of making short and intermediate term federal commitments available for financing purposes. As we believe such financing to be in SCRTD's interest, we would advise the District to lend its support to any such initiatives.

Variable Rate Demand Notes: Since SCRTD almost issued demand notes for operating purposes last year, it is fully cognizant of this financing mechanism. Demand notes, like commercial paper, are a method of accessing the shortest area of the market. Backed by a letter of credit, the maturity of these notes varies but the notes' terms contain a put option which is triggered at sufficiently short intervals to permit their purchase by tax-exempt money market funds. Typically structured as a private placement with or syndicated to a limited number of fund buyers, these transactions can be highly flexible as to timing and amount. Like commercial paper, they are more appropriate for strong credits to the extent they are being used to fund long term needs.

Put Bonds: While technically a long term financing technique, put bonds have many of the characteristics of short term financing and can be used to access the short term market. Typically, a put bond is secured by a letter of credit and may be "put" back to the issuer after some period of time such as five years from original issue as well as once a year thereafter to maturity. A remarketing agent is appointed to resell the bonds if and when they are put back to the issuer. These bonds are typically structured so that the issue runs no refinancing risk for the letter of credit term (usually ten years, with an option to renew upon agreement of both the bond issuer and letter of credit issuer) and with little or no principal risk on the remarketing of the security after it is put back.

Put bonds can be structured with a par call at any time when the put is eligible. As a result, to the extent the issuer is in a position to retire the security after a short or intermediate term, it can do so at no cost (as would be the case with call premiums on long term bonds). Put bonds would provide SCRTD with short term financing that could--in essence--be extended at its option if excess Proposition A balances were needed to provide contingency funding. Use of this financing technique would be contingent, however, on the ability to obtain a supporting letter of credit.

Letter of Credit Financing: As is clear from the foregoing discussion, numerous short term financing alternatives are only feasible if SCRTD can obtain bank letters of credit. In our work with the Houston and New York transit systems, the New York clearinghouse banks have indicated an unwillingness to provide a letter of credit to a non-bondable credit. SCRTD should investigate the willingness of California banks to do so, as local banks are sometimes more comfortable with and therefore more liberal with local credits. If a letter of credit can be ob-

tained, the feasibility of commercial paper, demand notes or put bonds (subject to the necessary statutory authorization) would be increased. If such a letter of credit could not be negotiated, the majority of short term options potentially available would be foreclosed to SCRTD without a bondable sales tax credit.

16

V. FINANCIAL FEASIBILITY
OF THE METRO RAIL PROJECT

SCRTD's proposed funding plan for the Metro Rail Project is shown on the following page.

We have calculated eight cases to test the feasibility of this plan and variations thereof. Variations tested relate to the reliability of funding sources. No attempt has been made to quantify the effect of variations in project cost or timing, as the results of the cases tested provide the basis for comment.

The cases tested are as follows:

<u>Financing</u>	<u>Federal Subsidies</u>	
	<u>High</u> (\$2.5 Billion)	<u>Low</u> (\$1.4 Billion)
None	Case I	Case V
Benefit Assessment District	Case II	Case VI
Sales Tax	Case III	Case VII
Benefit Assessment District and Sales Tax	Case IV	Case VIII

Variation in Federal Subsidies

SCRTD's funding plan assumes that 73.2% of the Project's total cost is funded by Federal capital grants, consisting of \$2.1 billion UMTA Section 3 grants and \$378.1 million UMTA Section 9 grants. Based on our reading of authorization and appropriation levels contained in The Surface Transportation Assistance Act of 1982 (Title III) and H.R. 3329 as well our understanding of industry expectations from our work with other transit clients, we consider SCRTD's projections of Federal capital grants to be optimistic. In essence, SCRTD's projections assume that the Metro Rail Project will receive a majority of the Federal new rail start funding anticipated to be available in this decade.

Southern California Rapid Transit District

Metro Rail Project

Proposed Funding Plan as of August 15, 1983

(\$ In Millions)

	<u>Fiscal</u> <u>1983</u>	<u>Fiscal</u> <u>1984</u>	<u>Fiscal</u> <u>1985</u>	<u>Fiscal</u> <u>1986</u>	<u>Fiscal</u> <u>1987</u>	<u>Fiscal</u> <u>1988</u>	<u>Fiscal</u> <u>1989</u>	<u>Fiscal</u> <u>1990</u>	<u>Fiscal</u> <u>1991</u>	<u>Total</u>	<u>%</u>
Federal:											
UMTA Section 3	\$ 40.0	\$117.2	\$336.0	\$336.0	\$380.0	\$380.0	\$380.0	\$129.8	\$ 0.0	\$2,099.0	\$ 62.0%
UMTA Section 9	0.0	40.0	42.8	45.8	49.0	52.4	56.1	60.0	32.0	378.1	11.2
Total	40.0	157.2	378.8	381.8	429.0	432.4	436.1	189.8	32.0	2,477.1	73.2
State (Proposition 5 and STA)	39.3	30.0	53.0	72.0	72.0	57.0	57.0	11.0	9.0	400.3	11.8
LACTC (Proposition A and STA)	4.4	38.0	38.2	32.2	37.0	47.6	43.9	22.0	0.0	263.3	7.8
Local Private (Benefit Assesment Districts)	0.0	0.0	78.3	70.0	20.0	0.0	0.0	0.0	0.0	168.3	5.0
City of Los Angeles (Propositions A)	0.0	7.0	7.0	10.0	10.0	11.0	10.0	10.0	10.0	75.0	2.2
Total	<u>\$ 83.7</u>	<u>\$232.2</u>	<u>\$555.3</u>	<u>\$566.0</u>	<u>\$568.0</u>	<u>\$548.0</u>	<u>\$547.0</u>	<u>\$232.8</u>	<u>\$ 51.0</u>	<u>\$3,384.0</u>	<u>100.0%</u>

SCRTD's current position is that its high Federal subsidy projections do not increase its funding risks, as it will not begin construction until it has firm commitments for total projected subsidies. If SCRTD is able to obtain firm commitments from UMTA for the entire construction period, the major uncertainty of the current funding plan will be resolved. If it is not able to obtain the necessary commitments, the current funding plan will not be feasible.

Even if the District is willing to assume the risks that projected levels of Federal subsidies may not be forthcoming, the rating agencies will not. As a result it will not be possible to obtain investment grade ratings on financing issued by SCRTD in the public markets. Consequently, benefit assessment district financing will have to be issued on a non-rated basis which will increase financing expense and diminish the amounts which can be issued both in total and at any one time. While there are additional financing mechanisms that -- although relatively expensive -- SCRTD could attempt to employ in these circumstances to satisfy shortfalls, SCRTD's credit position would be such that for planning purposes it would be difficult to presume that they could be executed at the times and in the amounts necessary.

We have tested Project funding under two series of assumptions regarding Federal subsidies. The first series assumes SCRTD's projections of \$2.5 billion. The second series assumes that Section 3 grants escalate at 7.0% annually from a base level of 1984 appropriations, resulting in total Federal subsidies of \$1.4 billion. This is the precise methodology used by SCRTD to project Section 9 funding.

No variations in State subsidies were examined since variations regarding Federal subsidies were considered sufficient to test sizeable subsidy variation.

Variation in Financing

Four variations in financing strategies were tested: no financing, benefit assessment district financing, sales tax financing, and a combination of benefit assessment district financing and sales tax financing.

Because a secure investment grade benefit assessment district credit will be difficult to structure without the appropriate legislation (See Tab D), we consider it important to test the additional funding which will be needed if this financing mechanism is never established. Sales tax financing was tested (with and without benefit assessment district financing) as this is potentially SCRTD's most attractive financing mechanism and -- for all practical purposes -- is SCRTD's only practical alternative other than direct Proposition A receipts to finance funding shortfalls or cost overruns in any sizeable amount.

Financing calculations assumed that all financing was issued in the form of long term revenue bonds. This was done to minimize the number of financing variables. We view benefit assessments and sales tax receipts as payment sources. Once the proper credit mechanisms are in place with respect to these revenues, SCRTD will have the ability to enter into a wide variety of financing instruments, including bonds, notes, leases and vendor financing (See Tab D).

Benefit Assessment District Financing

In all cases, the amount of funding available from benefit assessment districts and related financing varies from that shown in SCRTD's funding plan. SCRTD's plan shows only proceeds of financing and does not account for excess revenues after debt service over the period. Our calculations take into account the total amount of bonds issued, debt service and debt service reserve fund requirements, issuance expenses as well as investment earnings on funds and accounts. In addition, we assume that bond issuance tests will limit the amount of bonds which can be issued to an amount such that prior year receipts are at least 1.25X future maximum annual debt service. Consequently, bonding does not begin until fiscal 1986. As a result of our assumptions, benefit assessments generate greater capital funds than are shown in SCRTD's plan. However, the majority of this funding is not available in the early years of construction when it is most needed.

Simultaneous Testing of LA-LB Project Funding

Funding for the Project has been tested simultaneously with the funding of the LA-LB Project. This was necessary for two reasons.

SCRTD anticipates that the LA-LB Project will be funded entirely from Proposition A (both the 35% available to rail capital and Long Beach local return) and STA funds available to LACTC. In essence, the LA-LB Project will compete with the Metro

Rail Project for Proposition A and LACTC STA funding. While SCRTD is able to provide us with sufficient information to project Proposition A receipts available for rail capital, no projections of STA funding or Long Beach local return are available. Consequently, the feasibility of SCRTD's projected Metro Rail funding from LACTC can not be determined. For this reason, we have calculated the amount of LACTC STA funding and Long Beach return necessary to fund both projects. These amounts should give SCRTD some basis to determine the feasibility of projected LACTC funding for the Project.

Funding Commitments vs. Disbursements

SCRTD's plan funds project commitments, rather than actual disbursements. We have tested all cases on both a commitment basis and a disbursement basis. A disbursement analysis was necessary to determine investment earnings on excess Proposition A funds held by LACTC and on bond proceeds accounts as well as to determine the sufficiency of State and local funding to match Federal subsidies on a cash basis. In all cases it was assumed that the disbursement of Federal subsidies could never exceed the total Federal percentage contribution to the Project.

If LACTC is only willing to make Proposition A commitments when cash balances are on hand, substantial funding shortfalls occur on a commitment basis in the early years of construction whereas excess funding is available in later years. While the problem could easily be remedied by short term financing, by far the preferable alternative would be for LACTC to make Proposition A commitments to SCRTD prior to its own receipt of funds. For our analysis, we have assumed that they are willing to do so. Consequently, the only commitment funding source which represents cash on hand is the proceeds from financing and benefit assessments.

The results of individual cases are summarized below.

Case I (\$2.5 billion Federal Subsidies; No Financing)

A uses and sources of funds statement for Case I is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 1.

In Case I, benefit assessments generate \$193.3 million of funding for the Project, which is a greater absolute amount than is shown in SCRTD's current funding plan. However, because of the inability to leverage these assessments, the funds generated by benefit assessments are not available in the early years of

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case I: \$2.5 Billion Federal Subsidies; No Financing

Uses and Sources of Funds

(\$ in Millions)

	Commitment Basis										
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Uses:											
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
Total Costs	\$ 83.70	\$ 307.20	\$ 667.80	\$ 716.00	\$ 680.50	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,834.00
Sources:											
Federal:											
Section 3	\$ 40.0	\$ 117.20	\$ 336.00	\$ 336.00	\$ 380.00	\$ 380.00	\$ 380.00	\$ 129.80	\$ -	\$ -	\$2,099.00
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	-	378.10
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	145.22	185.87	124.29	21.70	18.00	-	-	-	612.48
Required LACTC STA (2)(3)	-	-	71.78	40.43	19.31	-	-	(3.90)	(25.90)	(25.90)	75.82
Total Sources	\$ 83.70	\$ 307.20	\$ 667.80	\$ 716.00	\$ 680.50	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,834.00

	Disbursement Basis										
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Uses:											
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
Total Costs	\$ 20.80	\$ 167.40	\$ 296.40	\$ 484.10	\$ 600.10	\$ 664.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,834.00
Sources:											
Federal	\$ -	\$ 105.19	\$ 142.74	\$ 252.32	\$ 346.53	\$ 458.38	\$ 499.45	\$ 547.83	\$ 124.66	\$ -	\$2,477.10
State and Local	20.80	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	-	642.70
Proposition A (1)	-	44.50	29.62	98.97	107.39	57.84	89.95	153.67	.74	-	582.68
Required LACTC STA (3)	-	-	71.78	40.43	19.31	-	-	-	-	-	131.52
Total Sources	\$ 20.80	\$ 167.40	\$ 296.40	\$ 484.10	\$ 600.10	\$ 664.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,834.00

Excess Balance
End of FY 1992(1)

Proposition A	\$467.51
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$467.51

Notes:

- (1) Includes investment earnings on accounts.
- (2) Excess occurs due to benefit assessments unavailable for commitments in prior years but available to decrease Proposition A and STA funding requirements on a cash basis.
- (3) Required LACTC STA will be reduced by Long Beach local return available to the LA-LB Project.

Project construction. As a result, SCRTD would need to rely heavily on LACTC Proposition A commitments (a portion of which are not needed when benefit assessments are collected and available to fund disbursements) in the early years of construction.

It is interesting to note that the required STA and Long Beach local return needed to fund both projects in Case I is not that great:

Case I: Required STA
and Long Beach Return

<u>Fiscal Year</u>	<u>Commitment Basis</u>	<u>Disbursement Basis</u>
1984	\$ - MM	\$ - MM
1985	71.78	71.78
1986	40.43	40.43
1987	19.31	19.31
Total	<u>\$131.52MM</u>	<u>\$131.52MM</u>

Moreover, substantial excess Proposition A funding is available to LACTC after completion of the LA-LB Project. Assuming no withdrawals from Proposition A balances other than what is required for the two projects, the Proposition A unused balance at the end of fiscal 1992 is \$467.5 million. This represents a sizeable amount of funding for contingencies or future LACTC regional rail projects.

Case II (\$2.5 billion Federal Subsidies; Benefit Assessment District Financing)

A uses and sources of funds statement for Case II is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 2.

Case II most closely parallels SCRTD's current funding plan. The major change in Case II occurs in the benefit assessment flow of funds. SCRTD's plan shows net proceeds from benefit assessment district financing of \$78.3, \$70 and \$20 million in fiscal 1985, 1986 and 1987, respectively. We have assumed that the maximum bonds issued in any given year would be determined by the benefit assessment flow and an additional bonds test requiring a 1.25X coverage of projected debt service by historical receipts. As we have assumed benefit assessment collections of \$12 million in fiscal 1985 and \$25.9 million in fiscal 1986 and thereafter, the maximum bonds issuable if SCRTD were to issue such financing as quickly as possible would be approximately \$88.5 million in fiscal 1986 and \$102.5 million in fiscal 1987.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case II: \$2.5 Billion Federal Subsidies; Benefit Assessment District Bond Financing

Uses and Sources of Funds

(\$ in Millions)

Uses:	Commitment Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$ 3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
B.A.D. Bonds:											
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	20.69
Issuance Expenses	-	-	-	2.65	3.07	-	-	-	-	-	5.73
Total Costs	\$ 83.70	\$ 307.20	\$ 667.80	\$ 737.82	\$ 715.36	\$ 568.69	\$ 567.69	\$ 253.49	\$ 71.69	\$ 20.69	\$3,994.11

Sources:	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Federal:											
Section 3	\$ 40.00	\$ 117.20	\$ 336.00	\$ 336.00	\$ 380.00	\$ 380.00	\$ 380.00	\$ 129.80	\$ -	\$ -	\$2,099.00
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	-	378.10
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	145.22	103.85	107.39	-	-	-	-	-	473.86
B.A.D. Bonds (1)	-	-	-	88.50	108.98	14.54	10.28	1.95	-	-	224.25
Debt Service and Debt Service Reserve Fund Earnings	-	-	-	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
Required LACTC STA (2)(3)	-	-	71.78	54.63	(40.37)	25.38	25.94	12.37	(7.68)	(7.68)	134.37
Total Sources	\$ 83.70	\$ 307.20	\$ 667.80	\$ 737.82	\$ 715.36	\$ 568.69	\$ 567.69	\$ 253.49	\$ 71.69	\$ 20.69	\$3,994.11

Uses:	Disbursement Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
B.A.D. Bonds:											
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	20.69
Issuance Expenses	-	-	-	2.65	3.07	-	-	-	-	-	5.73
Total Costs	\$ 20.80	\$ 167.40	\$ 296.40	\$ 505.92	\$ 634.96	\$ 684.89	\$ 702.99	\$ 769.09	\$ 190.99	\$ 20.69	\$3,994.11

Sources:	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Federal:											
Section 3	\$ -	\$ 105.19	\$ 142.74	\$ 252.32	\$ 346.53	\$ 458.38	\$ 499.45	\$ 547.83	\$ 124.66	\$ -	\$2,477.10
Section 9	20.80	17.71	52.26	100.82	145.09	121.32	92.90	46.90	44.90	18.22	660.92
Proposition A (1)	-	44.50	29.62	98.97	107.39	38.00	-	146.95	18.96	-	484.38
B.A.D. Bond Proceeds (1)	-	-	-	12.24	14.18	64.72	108.17	24.94	-	-	224.25
Debt Service and Debt Service Reserve Fund Earnings	-	-	-	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
Required LACTC STA (3)	-	-	71.78	40.43	19.31	-	-	-	-	-	131.52
Total Sources	\$ 20.80	\$ 167.40	\$ 296.40	\$ 505.92	\$ 634.96	\$ 684.89	\$ 702.99	\$ 769.09	\$ 190.99	\$ 20.69	\$3,994.11

Excess Balance
End of FY 1992(1)

Proposition A	\$609.14
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$609.14

Notes:

- (1) Includes investment earnings on accounts.
- (2) Excess occurs due to benefit assessments not required for net debt service which were unavailable for commitment in prior years but available to lower Proposition A and STA cash requirements.
- (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

In any case, the maximum bonds issuable secured by a \$25.9 million assessment flow, assuming an average interest rate of 10.25%, would be approximately \$191 million. While the net proceeds would be approximately \$20-25 million less as a result of debt service reserve requirements and financing expenses, investment earnings on bond accounts as well as benefit assessments not needed to pay debt service substantially increase the absolute dollars available from this funding source in Case II relative to SCRTD's plan, as follows:

Case II: Net Benefit Assessment Funding

Bonds Issued:	\$191.00MM
Less: Reserve Requirement	20.69
Less: Financing Expenses	5.73
Net Proceeds	164.58
Plus: Investment Earnings on Proceeds	33.25
Bond Funding	<u>\$197.83MM</u>
Benefit Assessments:	\$193.30MM
Less: Gross Debt service	133.70
Plus: Earnings on Debt Service & Reserve Accounts	15.93
Available for Direct Projects	<u>\$ 75.53MM</u>
Total Funding	<u>\$273.36MM</u>

While substantial additional funding should be available from this source relative to SCRTD's current projections, it is not available in the early years when it is most needed. As a result STA requirements are the same in Case II as they are in Case I. The net effect of the increased funding from benefit assessment is to substantially lower Proposition A requirements after fiscal 1987. As a result, the ending LACTC balance of Proposition A receipts in fiscal 1992 is \$609.14 million.

Case III (\$2.5 billion Federal Subsidies; Sales Tax Financing)

A uses and sources of funds statement for Case III is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 3.

As a result of the assumed ability to leverage Proposition A receipts, Case III demonstrates that sales tax financing can solve the shortfalls that occur in fiscal 1984-87 which can not

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case III: \$2.5 Billion Federal Subsidies; Sales Tax Bond Financing

Uses and Sources of Funds

(\$ in Millions)

	Commitment Basis										
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Uses:											
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
S.T. Bonds:											
Debt Service	-	-	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46
Issuance Expenses	-	-	2.05	1.39	.95	-	-	-	-	-	4.39
Total Costs	\$ 83.70	\$ 307.20	\$ 678.20	\$ 731.39	\$ 699.30	\$ 565.85	\$ 564.85	\$ 250.65	\$ 68.85	\$ 17.85	\$3,967.84
Sources:											
Federal:											
Section 3	\$ 40.00	\$ 117.20	\$ 336.00	\$ 336.00	\$ 380.00	\$ 380.00	\$ 380.00	\$ 129.80	\$ -	\$ -	\$2,099.00
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	-	378.10
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.93	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	145.22	185.87	124.29	39.30	35.60	17.60	17.60	17.60	700.47
S.T. Bonds (1)	-	-	82.06	55.62	37.85	-	-	-	-	-	175.53
Debt Service and Debt Service Reserve Fund	-	-	.12	.20	.25	.25	.25	.25	.25	.25	1.83
Required LACTC STA (2)(3)	-	-	-	-	-	-	-	(3.90)	(25.90)	(25.90)	(55.69)
Total Sources	\$ 83.70	\$ 307.20	\$ 678.20	\$ 731.39	\$ 699.30	\$ 565.85	\$ 564.85	\$ 250.65	\$ 68.85	\$ 17.85	\$3,967.84

	Disbursement Basis										
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	Total
Uses:											
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
S.T. Bonds:											
Debt Service	-	-	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46
Issuance Expenses	-	-	2.05	1.39	.95	-	-	-	-	-	4.39
Total Costs	\$ 20.80	\$ 167.40	\$ 306.80	\$ 499.49	\$ 618.90	\$ 682.05	\$ 700.15	\$ 766.25	\$ 188.15	\$ 17.85	\$3,967.84
Sources:											
Federal	\$ -	\$ 105.19	\$ 142.74	\$ 252.32	\$ 346.53	\$ 458.38	\$ 499.45	\$ 547.83	\$ 124.66	\$ -	\$2,477.10
State and Local	20.00	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	-	642.70
Proposition A (1)	-	44.50	29.62	98.97	107.39	75.44	107.55	171.27	18.34	17.60	670.67
S.T. Bond Proceeds (1)	-	-	82.06	55.62	37.85	-	-	-	-	-	175.53
Debt Service and Debt Service Reserve Fund	-	-	.12	.20	.25	.25	.25	.25	.25	.25	1.83
Required LACTC STA (3)	-	-	-	-	-	-	-	-	-	-	-
Total Sources	\$ 20.80	\$ 167.40	\$ 306.80	\$ 499.49	\$ 618.90	\$ 682.05	\$ 700.15	\$ 766.25	\$ 188.15	\$ 17.85	\$3,967.84

Excess Balance
End of FY 1992(1)

Proposition A	\$354.37
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$354.37

- Notes:**
- (1) Includes investment earnings on accounts.
 - (2) Excess occurs due to benefit assessments unavailable for commitment in prior years but available to decrease Proposition A and STA funding requirements on a cash basis.
 - (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

be solved by benefit assessment district financing due to the constraints placed on maximum issuance of benefit assessment district bonds during fiscal 1985 and 1986. In Case III, no STA funding is required as approximately \$175 million of sales tax revenue bonds provide the necessary additional funding in the early years. Clearly, not even this much sales tax financing should be required as LACTC will have STA and Long Beach funding available.

The excess balance of LACTC Proposition A at the end of fiscal 1992 is \$354.4 million. To the extent STA and Long Beach funding are available, this balance would increase. The size of the excess balance indicates that (assuming no additional rail projects are planned) sales tax financing on a short term basis is theoretically more attractive than on a long term basis. Clearly, short term financing is less expensive, and funds are available in later years to retire all sales tax financing issued. The problem with heavy reliance on short term financing in this instance is that, to the extent difficulties are encountered in later years (i.e., cost overruns, funding shortfalls), SCRTD will have to refinance under adverse circumstances. One way to avoid this potential risk would be for the District to avail itself of a number of long term financing techniques which are designed to function as short term instruments at the option of the issuer, such as long term bonds with aggressive call provisions or put-call bonds.

Case IV (\$2.5 billion Federal Subsidies; Benefit Assessment and Sales Tax Financing)

A uses and sources of funds statement for Case IV is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 4.

The use of sales tax financing in combination with benefit assessment district financing simply results in a higher LACTC Proposition A balance at the end of the period relative to Case III while still satisfying all funding needs without STA and Long Beach funds with fewer sales tax bonds than were required in Case III. Assuming that LACTC has available the required STA and Long Beach funding shown in Cases I and II, Case III underscores the fact that there is no need for sales tax financing assuming current costs and subsidy projections. Under current assumptions, SCRTD and LACTC are better off saving sales tax financing for a contingency funding source in the latter years of construction or for LACTC regional rail funding.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case IV: \$2.5 Billion Federal Subsidies; Benefit Assessment District and Sales Tax Bond Financing

Uses and Sources of Funds

(\$ in Millions)

Uses:	Commitment Basis										Total	
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992		
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	-	450.00
B.A.D. Bonds:												
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	-	20.69
Issuance Expenses	-	-	-	2.65	3.07	-	-	-	-	-	-	5.73
S.T. Bonds:												
Debt Service	-	-	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	17.85	129.46
Issuance Expenses	-	-	2.05	1.39	.95	.97	-	3.77	.49	-	-	4.39
Total Costs	\$ 83.70	\$ 307.20	\$ 678.20	\$ 753.22	\$ 734.16	\$ 586.54	\$ 585.54	\$ 271.34	\$ 89.54	\$ 38.54	\$ -	\$4,127.96
Sources:												
Federal:												
Section 3	\$ 40.00	\$ 117.20	\$ 336.00	\$ 336.00	\$ 380.00	\$ 380.00	\$ 380.00	\$ 129.80	\$ -	\$ -	\$ -	\$2,099.00
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	-	-	378.10
State and Local:												
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	145.22	118.04	107.39	17.60	17.60	17.60	17.60	17.60	17.60	576.04
B.A.D. Bonds (1)	-	-	-	88.50	108.98	14.54	10.28	1.95	-	-	-	224.25
S.T. Bonds (1)	-	-	82.06	55.64	23.66	-	-	-	-	-	-	161.36
Debt Service and Debt Service Reserve Fund Earnings	-	-	.12	1.34	2.72	2.72	2.72	2.72	2.72	2.72	2.72	17.77
Required LACTC STA (2)(3)	-	-	-	-	(45.49)	25.38	25.94	12.37	(7.68)	(7.68)	(7.68)	2.85
Total Sources	\$ 83.70	\$ 307.20	\$ 678.20	\$ 753.22	\$ 734.16	\$ 586.54	\$ 585.54	\$ 271.34	\$ 89.54	\$ 38.54	\$ -	\$4,127.96

Uses:	Disbursement Basis										Total	
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992		
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	-	450.00
B.A.D. Bonds:												
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	-	20.69
Issuance Expense	-	-	-	2.65	3.07	-	-	-	-	-	-	5.73
S.T. Bonds:												
Debt Service	-	-	8.35	14.00	17.85	17.58	17.85	17.85	17.85	17.85	17.85	129.46
Issuance Expenses	-	-	2.05	1.39	.95	.97	-	3.77	.49	-	-	4.39
Total Costs	\$ 20.80	\$ 167.40	\$ 306.80	\$ 521.32	\$ 653.76	\$ 702.74	\$ 720.84	\$ 786.94	\$ 208.84	\$ 38.54	\$ -	\$4,127.96
Sources:												
Federal	\$ -	\$ 105.19	\$ 142.74	\$ 252.32	\$ 346.53	\$ 458.38	\$ 499.45	\$ 547.83	\$ 124.66	\$ -	\$ -	\$2,477.10
State and Local	20.80	17.71	52.26	100.82	145.09	121.32	92.90	46.90	44.90	18.22	18.22	660.92
Proposition A (1)	-	44.50	29.62	98.97	107.39	55.60	17.60	164.55	36.56	17.60	-	572.38
B.A.D. Bond Proceeds (1)	-	-	-	12.24	14.18	64.72	108.17	24.94	-	-	-	224.25
S.T. Bond Proceeds (1)	-	-	82.06	55.62	37.86	-	-	-	-	-	-	175.54
Debt Service and Debt Service Reserve Fund Earnings	-	-	.12	1.34	2.72	2.72	2.72	2.72	2.72	2.72	2.72	17.77
Required LACTC STA (3)	-	-	-	-	-	-	-	-	-	-	-	-
Total Sources	\$ 20.80	\$ 167.40	\$ 306.80	\$ 521.32	\$ 653.76	\$ 702.74	\$ 720.84	\$ 786.94	\$ 208.84	\$ 38.54	\$ -	\$4,127.96

Excess Balance
End of FY 1992(1)

Proposition A	\$495.99
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$495.99

Notes:

- (1) Includes investment earnings on accounts.
- (2) Excess occurs due to (i) benefit assessments not required for net debt service which were unavailable for commitment in prior years and (ii) benefit assessment district financing proceeds unavailable for commitment in FY 1984-1987. These amounts are, however, available in FY 1989-1992 to lower Proposition A and STA cash requirements.
- (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

Case V (\$1.4 billion Federal Subsidies; No Financing)

A uses and sources of funds statement for Case V is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 5.

While a highly improbable scenario, Case V serves one distinct purpose. It demonstrates the need for substantial financing in the event of a major decrease in subsidy availability. Assuming Federal Section 3 subsidies grow at 7.0% through fiscal 1990, the ending fiscal 1992 LACTC Proposition A balance would be approximately \$283 million and required LACTC STA and Long Beach funding would be:

<u>Fiscal Year</u>	<u>Commitment</u>	<u>Disbursement</u>
1984	\$ - MM	\$ - MM
1985	277.39	127.25
1986	329.15	139.06
1987	272.64	195.05
1988	131.55	202.77
1989	107.19	189.47
1990	-	264.32
Total	<u>\$1,117.91MM</u>	<u>\$1,117.91MM</u>

Case VI (\$1.4 billion Federal Subsidies; Benefit Assessment District Financing)

A uses and sources of funds statement for Case VI follows that for Case V. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 6.

As can be expected, benefit assessment district financing lowers the amount of LACTC STA and Long Beach funding required relative to Case V. However, SCRTD's benefit assessment flow was designed to produce approximately \$170 million of funding, not to serve as a sizeable contingency funding measure if the need should arise. Consequently, while STA and Long Beach required funding decreases in Case VI from Case V by approximately \$100 million due to the financing, total requirements of approximately \$1.0 billion indicate that this funding plan would also not be feasible.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case V: \$1.4 Billion Federal Subsidies; No Financing

Uses and Sources of Funds

(\$ in Millions)

	Commitment Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Uses:											
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
Total Costs	\$ 83.70	\$ 307.20	\$ 667.80	\$ 716.00	\$ 680.50	\$ 548.00	\$ 547.50	\$ 232.80	\$ 51.00	\$ -	\$3,834.00
Sources:											
Federal:											
Section 3	\$ 40.00	\$ 117.20	\$ 125.40	\$ 134.18	\$ 143.58	\$ 153.63	\$ 164.38	\$ 125.90	\$ -	\$ -	\$1,004.27
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	-	352.20
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	150.21	98.97	107.39	116.52	126.44	-	-	-	716.93
Required LACTC STA (2)(3)	-	-	277.39	329.15	272.64	131.55	107.19	-	-	(25.90)	1,092.01
Total Sources	\$ 83.70	\$ 307.20	\$ 667.80	\$ 716.00	\$ 680.50	\$ 548.00	\$ 547.50	\$ 232.80	\$ 51.00	\$ -	\$3,834.00
Uses:											
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
Total Costs	\$ 20.80	\$ 167.40	\$ 296.40	\$ 484.10	\$ 600.10	\$ 664.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,834.00
Sources:											
Federal	\$ -	\$ 57.60	\$ 78.17	\$ 138.17	\$ 189.76	\$ 251.01	\$ 273.50	\$ 299.99	\$ 68.26	\$ -	\$1,356.47
State and Local	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	-	642.70
Proposition A (1)	-	54.30	18.98	98.97	107.39	116.52	126.44	137.19	57.14	-	716.93
Required LACTC STA (3)	-	-	127.25	139.06	195.05	202.77	189.47	264.32	-	-	1,117.91
Total Sources	\$ 20.80	\$ 167.40	\$ 296.40	\$ 484.10	\$ 600.10	\$ 664.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,834.00

Excess Balance
End of FY 1992(1)

Proposition A	\$283.37
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$283.37

Notes:

- (1) Includes investment earnings on accounts.
- (2) Excess occurs due to benefit assessments unavailable for commitment in prior years.
- (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case VI: \$1.4 Billion Federal Subsidies; Benefit Assessment District Bond Financing

Uses and Sources of Funds

(\$ in Millions)

	Commitment Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Uses:											
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
B.A.D. Bonds:											
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	20.69
Issuance Expenses	-	-	-	2.65	3.07	-	-	-	-	-	5.73
Total Costs	\$ 83.70	\$ 307.20	\$ 667.80	\$ 737.82	\$ 715.36	\$ 568.69	\$ 567.69	\$ 253.49	\$ 71.69	\$ 20.69	\$3,994.11
Sources:											
Federal:											
Section 3	\$ 40.00	\$ 117.20	\$ 125.40	\$ 134.18	\$ 143.58	\$ 153.63	\$ 164.38	\$ 125.90	\$ -	\$ -	\$1,004.27
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	-	352.20
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	131.99	98.97	107.39	116.52	126.44	18.22	18.22	-	735.15
B.A.D. Bonds (1)	-	-	-	88.50	102.50	-	-	-	-	-	191.00
Debt Service and Debt Service Reserve Fund Earnings	-	-	-	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
Required LACTC STA (2)(3)	-	-	295.61	261.33	202.53	149.77	125.41	-	-	(7.68)	1,026.97
Total Sources	\$ 83.70	\$ 307.20	\$ 667.80	\$ 737.82	\$ 715.36	\$ 568.69	\$ 567.69	\$ 253.49	\$ 71.69	\$ 20.69	\$3,994.11

	Disbursement Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Uses:											
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
B.A.D. Bonds:											
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	20.69
Issuance Expense	-	-	-	2.65	3.07	-	-	-	-	-	5.73
Total Costs	\$ 20.80	\$ 167.40	\$ 296.40	\$ 505.92	\$ 634.96	\$ 684.89	\$ 702.99	\$ 769.09	\$ 190.99	\$ 20.69	\$3,994.11
Sources:											
Federal	\$ -	\$ 57.60	\$ 78.17	\$ 138.17	\$ 189.76	\$ 251.01	\$ 273.50	\$ 299.99	\$ 68.26	\$ -	\$1,356.47
State and Local	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	18.22	660.92
Proposition A (1)	-	54.30	18.98	98.97	107.39	116.52	126.44	137.19	75.36	-	735.15
B.A.D. Bond Proceeds (1)	-	-	-	88.50	102.50	-	-	-	-	-	191.00
Debt Service and Debt Service Reserve Fund	-	-	-	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
Required LACTC STA (3)	-	-	127.25	71.24	124.95	220.99	207.69	282.54	-	-	1,034.65
Total Sources	\$ 20.80	\$ 167.40	\$ 296.40	\$ 505.92	\$ 634.96	\$ 684.89	\$ 702.99	\$ 769.09	\$ 190.99	\$ 20.69	\$3,994.11

Excess Balance
end of FY 1992(1)

Proposition A	\$261.92
B.A.D. Bond Proceeds Accounts	-
S.T. Bond Proceeds Accounts	-
Total	\$261.92

- Notes:**
- (1) Includes investment earnings on accounts.
 - (2) Excess occurs due to benefit assessments not needed to pay net debt service and unavailable for commitments in prior years.
 - (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB project.

Case VII (\$1.4 billion Federal Subsidies; Sales Tax Financing)

A uses and sources of funds statement for Case VII is shown on the following page. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 7.

While Case VII is clearly not how SCRTD intends to fund the Project, it is an important case to review for planning purposes. Case VII demonstrates the enormous bonding capacity of the Proposition A receipts if structured as proposed at Tab D. Issuance of approximately \$1.4 billion sales tax revenue bonds permits both projects to be funded without any benefit assessment district financing assuming receipt of \$250 million of LACTC STA and Long Beach funding. It should be noted, however, that the amount of bonds issued is at or near the maximum bonding capacity through fiscal 1991. The only contingency funding available would be benefit assessments and incremental growth in Proposition A receipts received after fiscal 1991. Because of the absence of any excess funding or bonding capacity, a Case VII funding plan would not be realistic unless the plan were supported by contingency construction schedules or new contingency funding sources were introduced.

Case VIII (\$1.4 billion Federal Subsidies; Benefit Assessment District and Sales Tax Financing)

A uses and sources of funds statement for Case VIII is shown after that for Case VII. Computer documentation showing all calculations and assumptions supporting this statement can be found at Tab G Exhibit 8.

The introduction of benefit assessment district financing in Case VIII results in approximately \$150 million lower LACTC STA Long Beach funding requirements than in Case VII. Again, there is no excess bonding capacity or excess balances available at the end of the construction period. Consequently, the same feasibility concerns would be raised by Case VIII as are raised by Case VII.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case VII: \$1.4 Billion Federal Subsidies; Sales Tax Bond Financing

Uses and Sources of Funds

(\$ in Millions)

	Commitment Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Uses:											
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	450.00
S.T. Bonds:											
Debt Service	-	-	14.79	32.66	59.08	89.42	121.70	137.19	142.25	142.25	739.34
Issuance Expenses	-	-	3.64	4.39	6.49	7.46	7.93	3.81	1.24	-	34.97
Total Costs	\$ 83.70	\$ 307.20	\$ 686.23	\$ 753.05	\$ 746.07	\$ 644.88	\$ 676.63	\$ 373.80	\$ 194.49	\$ 142.25	\$4,608.30
Sources:											
Federal:											
Section 3	\$ 40.00	\$ 117.20	\$ 125.40	\$ 134.18	\$ 143.58	\$ 153.63	\$ 164.38	\$ 125.90	\$ -	\$ -	\$1,004.27
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	-	352.20
State and Local:											
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	75.00
Benefit Assessments	-	-	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	300.35	115.65	107.39	116.52	126.44	135.25	140.23	140.23	1,299.46
S.T. Bonds (1)	-	-	145.47	175.63	259.78	227.16	235.09	3.81	1.24	-	1,048.19
Debt Service and Debt Service Reserve Fund	-	-	.21	.46	.84	1.27	1.72	1.94	2.02	2.02	10.47
Required LACTC STA (2)(3)	-	-	-	173.43	77.59	-	-	-	-	(25.90)	225.12
Total Sources	\$ 83.70	\$ 307.20	\$ 686.23	\$ 753.05	\$ 746.07	\$ 644.88	\$ 676.63	\$ 373.80	\$ 194.49	\$ 142.25	\$4,608.30

	Disbursement Basis										Total
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992	
Uses:											
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	450.00
S.T. Bonds:											
Debt Service	-	-	14.79	32.66	59.08	89.42	121.70	137.19	142.25	142.25	739.34
Issuance Expenses	-	-	3.64	4.39	6.49	7.46	7.93	3.81	1.24	-	34.97
Total Costs	\$ 20.80	\$ 167.40	\$ 314.83	\$ 521.15	\$ 665.67	\$ 761.08	\$ 811.93	\$ 889.40	\$ 313.79	\$ 142.25	\$4,608.30
Sources:											
Federal	\$ -	\$ 57.60	\$ 78.17	\$ 138.17	\$ 189.76	\$ 251.01	\$ 273.50	\$ 299.99	\$ 68.26	\$ -	\$1,356.47
State and Local	20.80	55.50	72.00	107.90	107.09	93.90	92.90	46.90	44.90	-	642.70
Proposition A (1)	-	54.30	18.98	98.97	107.39	116.52	126.44	137.19	148.90	140.23	948.93
S.T. Bond Proceeds (1)	-	-	145.47	175.63	259.78	298.37	317.37	152.39	49.71	-	1,398.72
Debt Service and Debt Service Reserve Fund	-	-	.21	.46	.84	1.27	1.72	1.94	2.02	2.02	10.47
Required LACTC STA (3)	-	-	-	-	-	-	-	250.99	-	-	251.01
Total Sources	\$ 20.80	\$ 167.40	\$ 314.83	\$ 521.15	\$ 665.67	\$ 761.08	\$ 811.93	\$ 889.40	\$ 313.79	\$ 142.25	\$4,608.30

Excess Balance
End of FY 1992(1)

Proposition A	\$ 23.19
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$ 23.19

- Notes:
- (1) Includes investment earnings on accounts.
 - (2) Excess occurs due to benefit assessments unavailable for commitments in prior years.
 - (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

Southern California Rapid Transit District

Test Model: LACTC Funding Required for Metro Rail and
Los Angeles - Long Beach Light Rail Systems

Case VIII: \$1.4 Billion Federal Subsidies; Benefit Assessment District and Sales Tax Bond Financing

Uses and Sources of Funds

(\$ in Millions)

Uses:	Commitment Basis										Total	
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992		
Metro Commitments	\$ 83.70	\$ 232.20	\$ 555.30	\$ 566.00	\$ 568.00	\$ 548.00	\$ 547.00	\$ 232.80	\$ 51.00	\$ -	\$ -	\$3,384.00
LA-LB Commitments	-	75.00	112.50	150.00	112.50	-	-	-	-	-	-	450.00
B.A.D. Bonds:												
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	-	20.69
Issuance Expenses	-	-	-	2.65	3.07	-	-	-	-	-	-	5.73
S.T. Bonds:												
Debt Service	-	-	14.79	33.64	52.67	73.26	105.80	137.19	144.37	144.37	144.37	706.08
Issuance Expenses	-	-	3.64	4.63	4.68	5.06	8.00	7.72	1.76	-	-	35.49
Total Costs	\$ 83.70	\$ 307.20	\$ 686.23	\$ 776.09	\$ 772.71	\$ 647.00	\$ 681.48	\$ 398.40	\$ 217.82	\$ 165.05	\$ -	\$4,735.68
Sources:												
Federal:												
Section 3	\$ 40.00	\$ 117.20	\$ 125.40	\$ 134.18	\$ 143.58	\$ 153.63	\$ 164.38	\$ 125.90	\$ -	\$ -	\$ -	\$1,004.27
Section 9	-	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	-	-	352.20
State and Local:												
Proposition 5/State STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	-	-	400.30
City Grants	-	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	-	-	75.00
Benefit Assessments	-	-	12.00	25.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
Proposition A (1)	4.40	113.00	300.35	178.62	107.39	116.52	126.44	137.19	148.90	142.32	142.32	1,375.12
B.A.D. Bonds (1)	-	-	-	88.50	102.50	-	-	-	-	-	-	191.00
S.T. Bonds (1)	-	-	145.47	185.29	193.61	209.94	237.70	24.00	13.41	-	-	1,009.42
Debt Service and Debt Service Reserve Fund Earnings	-	-	.21	1.62	3.21	3.50	3.96	4.41	4.51	4.51	4.51	25.94
Required LACTC STA (2)(3)	-	-	-	34.18	65.52	17.11	-	-	-	-	(7.68)	109.14
Total Sources	\$ 83.70	\$ 307.20	\$ 686.23	\$ 776.09	\$ 772.71	\$ 647.00	\$ 681.48	\$ 398.40	\$ 217.82	\$ 165.05	\$ -	\$4,735.68

Uses:	Disbursement Basis										Total	
	Fiscal 1983	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987	Fiscal 1988	Fiscal 1989	Fiscal 1990	Fiscal 1991	Fiscal 1992		
Metro Disbursements	\$ 20.80	\$ 122.90	\$ 195.00	\$ 344.70	\$ 473.40	\$ 626.20	\$ 682.30	\$ 748.40	\$ 170.30	\$ -	\$ -	\$3,384.00
LA-LB Disbursements	-	44.50	101.40	139.40	126.70	38.00	-	-	-	-	-	450.00
B.A.D. Bonds:												
Debt Service	-	-	-	9.58	20.69	20.69	20.69	20.69	20.69	20.69	20.69	133.70
Debt Service Reserve Fund	-	-	-	9.58	11.10	-	-	-	-	-	-	20.69
Issuance Expense	-	-	-	2.65	3.07	-	-	-	-	-	-	5.73
S.T. Bonds:												
Debt Service	-	-	14.79	33.64	52.67	73.26	105.80	137.19	144.37	144.37	144.37	706.08
Issuance Expenses	-	-	3.64	4.63	4.68	5.06	8.00	7.72	1.76	-	-	35.49
Total Costs	\$ 20.80	\$ 167.40	\$ 314.83	\$ 544.19	\$ 692.31	\$ 763.20	\$ 816.78	\$ 914.00	\$ 337.12	\$ 165.05	\$ -	\$4,735.68
Sources:												
Federal	\$ -	\$ 57.60	\$ 78.17	\$ 138.17	\$ 189.76	\$ 251.01	\$ 273.50	\$ 299.99	\$ 68.26	\$ -	\$ -	\$1,356.47
State and Local	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	18.22	18.22	660.92
Proposition A (1)	-	54.30	18.98	98.97	107.39	116.52	126.44	137.19	148.90	142.32	142.32	951.01
B.A.D. Bond Proceeds (1)	-	-	-	88.50	102.50	-	-	-	-	-	-	191.00
S.T. Bond Proceeds (1)	-	-	145.47	109.03	181.55	298.26	319.98	308.70	70.54	-	-	1,433.53
Debt Service and Debt Service Reserve Fund Earnings	-	-	.21	1.62	3.21	3.50	3.96	4.41	4.51	4.51	4.51	25.94
Required LACTC STA (3)	-	-	-	-	-	-	-	116.80	-	-	-	116.82
Total Sources	\$ 20.80	\$ 167.40	\$ 314.83	\$ 544.19	\$ 692.31	\$ 763.20	\$ 816.78	\$ 914.00	\$ 337.12	\$ 165.05	\$ -	\$4,735.68

Excess Balance
End of FY 1992(1)

Proposition A	\$ 20.92
B.A.D. Bond Proceeds Account	-
S.T. Bond Proceeds Account	-
Total	\$ 20.92

- Note:
- (1) Includes investment earnings on accounts.
 - (2) Excess occurs due to benefit assessments not required to pay net debt service and unavailable commitment in prior years.
 - (3) Required LACTC STA will be reduced by any Long Beach local return available to the LA-LB Project.

SCRTD Operating Budget and Non-Rail Capital

The monies available to fund the District's bus operations and capital program are generally separate and distinct from those projected to fund the Metro Rail Project. However, the viability of both bus and rail operating and capital budgets will affect both the rating and issuable amounts of any benefit assessment district or sales tax revenue bonds. Consequently, we have reviewed projected bus operating and capital needs and projected rail operating needs independently. On the basis of this review, it appears that operating and non-rail capital needs should not impair bond ratings or the amount of bonds issuable and it is reasonable to review rail capital funding on an independent basis.

F

VI. CONCLUSIONS

Regarding Financing Alternatives:

1. On the basis of discussions with the rating agencies, we believe that it is feasible for SCRTD to issue benefit assessment district financing in sizeable amounts if (i) the legislation authorizing such financing provides SCRTD with sufficient powers to provide bondholders with adequate legal protection, (ii) the financing is structured on a pooled district basis, and (iii) the Project's overall funding plan is realistic, all as described in detail at Tab D.
2. SCRTD's current funding plan anticipates that no financing other than benefit assessment district financing is necessary. Our adjustment of the funding plan to reflect our estimate of the probable timing of benefit assessment district financing results in cash flow shortfalls in the early years of Project construction. To the extent that SCRTD can not obtain additional LACTC funding to meet these shortfalls, small amounts of additional financing may be necessary. We have suggested a number of financing mechanisms which could be used by SCRTD to fund these shortfalls or other funding shortfalls in minor amounts, including:
 - Vendor Financing
 - Leasing
 - Equipment Trust Certificates
 - Mortgage Financing
 - Short and Intermediate Term Financing Secured by a Letter of Credit.

While SCRTD is authorized to issue most of the foregoing obligations, there can be no assurance that such obligations can be issued at the time and in the amounts desired due to credit constraints, as discussed in detail at Tab D. Their feasibility can only be determined by pursuing specific transactions. In addition, they will generally be more expensive and difficult to effect than other financing mechanisms potentially available to SCRTD.

3. By far the most attractive, marketable and cost effective financing vehicle potentially available to SCRTD is a dedicated sales tax. We have suggested numerous other alternative financing techniques as SCRTD has expressed a desire to fund the Project without secured sales tax financing due to the difficulty of obtaining the necessary legislation to authorize a creditworthy program. While we understand the difficulties involved, sales tax financing would be far preferable to any other financing alternative currently under consideration and, with the possible exception of excess Proposition A balances available to LACTC in the latter years of Project construction, is SCRTD's only practical alternative providing sizeable funding for shortfalls and/or cost overruns.
4. Irrespective of the need to finance potential funding shortfalls, there are a number of financing techniques which would be attractive to SCRTD because they will either provide additional equity or have strategic value, including:
 - Joint Development Agreements
 - Safe Harbor Leasing
 - Grant Anticipation Notes
 - Short Term Financing (in anticipation of Proposition A receipts)

Regarding Financial Feasibility:

1. At current projected subsidy levels, benefit assessment district financing will be required. However, based on the projected timing of SCRTD's benefit assessment cash flow, such financing will not be available as soon as SCRTD currently projects. The delay in such financing potentially could cause a funding shortfall unless sufficient LACTC funding is available in fiscal 1985 and 1986. We would recommend that SCRTD adjust its funding plan to account for this revised financing schedule as well as for additional funding which will be available from benefit assessments over the construction period;
2. If sufficient LACTC funding is not available to fund fiscal 1985 and 1986 shortfalls described above, SCRTD should consider a number of nonbonding financing alternatives payable from Proposition A receipts which could be used to meet relatively small shortfalls, as described above;

3. Proposition A receipts, either used directly for projects or to support investment grade financing, represent the only meaningful contingency funding potentially available to the Project. It is extremely important that both SCRTD and LACTC recognize the importance of the availability of Proposition A receipts on a contingency basis. While our projections show substantial excess Proposition A revenues or related bonding capacity available in almost all cases tested, such cases assumed that no rail projects were committed to over the period other than the Metro Rail and LA-LB Projects. If LACTC were to make aggressive regional rail commitments during the Metro construction period, the feasibility of SCRTD's funding plan could be impaired. The potential importance of Proposition A receipts, despite current projections of small contributions to the funding plan as well as the current difficulty of projecting the availability of such receipts to Metro Rail, emphasizes the importance of improved financial planning coordination between LACTC and SCRTD.
4. As a policy matter, SCRTD has chosen as its first priority to make every effort to obtain maximum subsidy commitments. If firm commitments in sufficient amounts are not forthcoming, SCRTD must obtain the necessary legislation for a creditworthy sales tax bonding program to both ensure the financial feasibility of the Project and to ensure the feasibility of benefit assessment district financing.
5. Regardless of the outcome of SCRTD's current funding negotiations, its final funding plan must be supported by contingency funding plans reflecting financing strategies in the event of cost overruns and/or funding shortfalls. Even if SCRTD feels that contingency planning is not necessary for internal purposes, such planning will be necessary for the receipt of ratings in connection with benefit assessment district financing.

G



NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	568.00	546.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	104.50	76.30	31.10	21.70	18.00	-3.90	-25.90	-25.90	238.30
CUMULATIVE NET NEEDS	4.40	42.40	146.90	223.20	254.30	276.00	294.00	290.10	264.20	238.30	238.30

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
FEDERAL:											
1) BAL MADE AVAIL + CURR	40.00	197.20	470.81	709.87	886.55	972.42	950.14	640.49	124.66	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74%	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	0.00
ACTUAL FED DISBURSEMENT	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10
SUBSIDIES MADE AVAILABLE	40.00	157.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
TOTAL SUB DISBURSED TO DATE	0.00	105.19	247.93	500.25	846.78	1305.16	1804.61	2352.44	2477.10	2477.10	2477.10
TOTAL SUB AVAIL TO DATE	40.00	197.20	576.00	957.80	1386.80	1819.20	2255.30	2445.10	2477.10	2477.10	2477.10
BALANCE SUB AVAILABLE	40.00	92.01	328.07	457.55	540.02	514.04	450.69	92.66	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	336.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

CDS LESS DIS. OF FED. SUB.

20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	506.90
-------	-------	-------	-------	--------	--------	--------	--------	-------	------	--------

STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	109.79	165.43	180.95	147.98	92.90	46.90	44.90	25.90	25.90
2) CAP DISB LESS FED SUB DISB	20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	906.90
ACTUAL STATE SUBSIDY	20.80	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	0.00	642.70

STATE SUB MADE AVAILABLE	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
STATE SUB DISB BALANCE	18.50	37.79	57.53	73.05	54.08	0.00	0.00	0.00	0.00	25.90	25.90

CDS LESS DIS OF ALL SUBSIDIES

0.00	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
------	------	------	------	------	------	-------	-------	--------	------	------	--------

B.A.D. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
-----------	------	------	------	------	------	-------	-------	--------	------	------	--------

CUMULATIVE NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	109.79	263.46	264.20	264.20	264.20
----------------------	------	------	------	------	------	-------	--------	--------	--------	--------	--------

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	104.50	76.30	31.10	21.70	18.00	0.00	0.00	0.00	294.00
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	217.00	226.30	143.60	21.70	18.00	0.00	0.00	0.00	744.00

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	44.50	101.40	139.40	126.70	57.84	89.95	153.67	0.74	0.00	714.20

PROPOSITION A:

GROWTH RATE

-	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
---	------	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	0.00	131.52
COMMITMENT BASIS:												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	18.41	98.97	107.39	116.52	226.25	353.95	510.69	693.39	-	
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	226.30	143.60	21.70	18.00	0.00	0.00	0.00	744.00	
EXCESS (SHORTFALL)	32.87	-61.69	-198.59	-127.33	-36.21	94.82	208.25	353.95	510.69	693.39	693.39	
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	94.82	208.25	353.95	510.69	693.39	693.39	
S.T. PROCEEDS REQUIRED	0.00	61.69	198.59	127.33	36.21	0.00	0.00	0.00	0.00	0.00	0.00	423.82
S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMITMENTS	0.00	61.69	198.59	127.33	36.21	0.00	0.00	0.00	0.00	0.00	0.00	423.82
EXCESS (SHORTFALL)	0.00	-61.69	-198.59	-127.33	-36.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	61.69	198.59	127.33	36.21	0.00	0.00	0.00	0.00	0.00	0.00	423.82
LACTC NON-CASH PROP A												
COMMITMENTS	0.00	61.69	126.81	86.90	16.90	0.00	0.00	0.00	0.00	0.00	0.00	292.30
BALANCE REMAINING	292.30	230.61	103.80	16.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:												
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00	
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00	
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	83.70	307.20	667.80	716.00	680.50	548.00	547.00	232.80	51.00	0.00	3834.00	
SOURCES:												
FEDERAL												
SECTION 3	40.00	117.20	336.00	336.00	380.00	380.00	380.00	129.80	0.00	0.00	2099.00	
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	0.00	378.10	
STATE AND LOCAL												
PROP 5/ STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30	
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00	
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30	
PROP A (1)	4.40	113.00	145.22	185.87	124.29	21.70	18.00	0.00	0.00	0.00	612.48	
B.A.D. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
S.T. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
DS AND DSRF EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
REQUIRED LACTC STA	0.00	0.00	71.78	40.43	19.31	-0.00	0.00	-3.90	-25.90	-25.90	75.82	
TOTAL SOURCES	83.70	307.20	667.80	716.00	680.50	548.00	547.00	232.80	51.00	0.00	3834.00	

DISBURSEMENT BASIS

USES:											
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	20.80	167.40	296.40	484.10	600.10	664.20	682.30	748.40	170.30	0.00	3834.00
SOURCES:											
FEDERAL	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10
STATE AND LOCAL											
STA/PROP 5/CITY/OTHER/B.A.	20.80	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	0.00	642.70
PROP A (1)	0.00	44.50	29.62	98.97	107.39	57.84	89.95	153.67	0.74	0.00	582.68
B.A.D. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DS AND DSRF EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
REQUIRED LACTC STA	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	131.52
TOTAL SOURCES	20.80	167.40	296.40	484.10	600.10	664.20	682.30	748.40	170.30	0.00	3834.00

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	467.51
B.A.D. BPA	0.00
S.T. BPA	0.00

TOTAL	467.51

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

}
2
}

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	175.72	178.00	75.68	74.68	28.68	26.68	7.68	715.42
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	6.48	14.54	10.28	1.95	0.00	0.00	33.25
NET NEEDS	4.40	38.00	104.50	6.48	-45.49	25.32	25.94	12.37	-7.68	-7.68	156.23
CUMULATIVE NET NEEDS	4.40	42.40	146.90	155.38	109.90	135.28	161.22	173.59	165.91	158.23	156.23

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS FEDERAL:	20.80	122.93	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
1) BAL MADE AVAIL - CURR	40.00	197.20	470.41	709.87	886.55	972.42	950.14	640.49	124.66	0.00	0.00
2) TOTAL CAP DISB	20.80	122.93	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 7% ACTUAL FED DISBURSEMENT	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10
SUBSIDIES MADE AVAILABLE	40.00	157.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
TOTAL SUB DISBURSED TO DATE	0.00	105.19	247.93	500.25	646.78	1305.16	1804.61	2352.44	2477.10	2477.10	2477.10
TOTAL SUB AVAIL TO DATE	40.00	197.20	576.00	957.80	1386.80	1819.20	2255.30	2445.10	2477.10	2477.10	2477.10
BALANCE SUB AVAILABLE	40.00	92.01	328.07	457.55	540.02	514.04	450.69	92.66	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

CCS LESS DIS. OF FED. SUB.

	20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	906.80
--	-------	-------	-------	-------	--------	--------	--------	--------	-------	------	--------

STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL - CURRENT	39.30	55.50	109.79	156.99	154.29	103.10	74.68	28.68	26.68	7.68	7.68
2) CAP DISB LESS FED SUB DISB	20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	906.80
ACTUAL STATE SUBSIDY	20.80	17.71	52.26	92.38	126.87	103.10	74.68	28.68	26.68	0.00	543.16

STATE SUB MADE AVAILABLE	39.30	37.00	72.00	99.46	89.68	75.68	74.68	28.68	26.68	7.68	550.84
STATE SUB DISB BALANCE	18.50	37.79	57.53	64.61	27.42	0.00	0.00	0.00	0.00	7.68	7.68

CCS LESS DIS OF ALL SUBSIDIES

	0.00	0.00	0.00	0.00	0.00	64.72	108.17	171.89	18.96	0.00	363.74
--	------	------	------	------	------	-------	--------	--------	-------	------	--------

B.A.D. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	76.26	88.32	0.00	0.00	0.00	0.00	0.00	164.58
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	64.72	108.17	24.94	0.00	0.00	197.84
BALANCE	0.00	0.00	0.00	76.26	171.00	120.89	22.99	0.00	0.00	0.00	9.00
EARNINGS ON BALANCE	0.00	0.00	0.00	6.48	14.54	10.28	1.95	0.00	0.00	0.00	33.25

NET NEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	146.95	18.96	0.00	165.91
-----------	------	------	------	------	------	------	------	--------	-------	------	--------

CUMULATIVE NET NEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	146.95	165.91	165.91	165.91
----------------------	------	------	------	------	------	------	------	--------	--------	--------	--------

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	104.50	6.48	0.00	0.00	0.00	0.00	0.00	0.00	185.38
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	217.00	158.48	112.50	0.00	0.00	0.00	0.00	0.00	635.38

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	146.95	18.96	0.00	165.91
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	44.50	101.40	139.40	126.70	38.00	0.00	146.95	18.96	0.00	615.91

PROPOSITION A:

GROWTH RATE		9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
-------------	--	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986												
25% TO LOCAL JURISDICTIONS	54.83	63.06	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	189.03
% TO RTD OPERATING DEFICIT	120.99	156.96	169.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
% TO MO OPERATING DEFICIT	6.22	7.92	6.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.99
ALLOCATION IN FY 1986 AND ON:												
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.99	106.36	115.43	125.00	640.72
40% TO RTD/MO BUS CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	199.00	1025.16
35% TO RAIL	0.00	0.00	0.00	96.97	107.39	116.52	126.44	137.19	148.90	161.60	174.00	897.01

LACTC STA REQUIREMENTS:

STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	29.62	98.97	107.39	116.52	211.63	366.81	387.45	561.42	-
LESS: NET DISBURSEMENT NEEDS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	146.95	18.96	0.00	615.91
EXCESS (SHORTFALL)	37.27	11.21	-71.78	-40.43	-19.31	78.52	211.63	219.86	368.49	561.42	561.42
CUMULATIVE BALANCE	37.27	11.21	0.00	0.00	0.00	78.52	211.63	219.86	368.49	561.42	561.42
INTEREST EARNINGS	3.17	0.95	0.00	0.00	0.00	6.67	17.99	18.69	31.32	47.72	126.52

LACTC STA REQUIRED	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	131.52
--------------------	------	------	-------	-------	-------	------	------	------	------	------	--------

COMMITMENT BASIS:

PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	18.41	98.97	107.39	116.52	249.63	404.81	572.40	765.33	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	156.48	112.50	0.00	0.00	0.00	0.00	0.00	605.38
EXCESS (SHORTFALL)	32.87	-61.69	-198.59	-59.51	-5.11	116.52	249.63	404.81	572.40	765.33	765.33
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	116.52	249.63	404.81	572.40	765.33	765.33

LACTC STA REQUIRED	0.00	61.69	198.59	59.51	5.11	0.00	0.00	0.00	0.00	0.00	324.91
--------------------	------	-------	--------	-------	------	------	------	------	------	------	--------

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	126.81	4.88	0.00	0.00	0.00	0.00	0.00	0.00	193.38
BALANCE REMAINING	193.38	131.69	4.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SALES TAX FINANCINGS:

ADJUSTMENT FOR SALES TAX FINANCING

LONG-TERM INTEREST RATES	9.50	5.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	-
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	-
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	-
DSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
SALES TAX BONDS ISSUED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GROSS DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EARNINGS ON DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LACTC STA REQUIREMENTS:

DISBURSEMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	29.62	98.97	107.39	116.52	211.63	366.81	387.45	561.42	-
LESS: NET DISBURSEMENT NEEDS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	146.95	18.96	0.00	615.91
EXCESS (SHORTFALL)	37.27	11.21	-71.78	-40.43	-19.31	78.52	211.63	219.86	368.49	561.42	561.42
CUMULATIVE BALANCE	37.27	11.21	0.00	0.00	0.00	78.52	211.63	219.86	368.49	561.42	561.42
INTEREST EARNINGS	3.17	0.95	0.00	0.00	0.00	6.67	17.99	18.69	31.32	47.72	126.52

S.T. BOND PROC REQUIRED	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	131.52
-------------------------	------	------	-------	-------	-------	------	------	------	------	------	--------

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	0.00	131.52

COMMITMENT BASIS:												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	18.41	98.97	107.39	116.52	249.63	404.81	572.40	765.33	-	
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	158.48	112.50	0.00	0.00	0.00	0.00	0.00	0.00	605.38
EXCESS (SHORTFALL)	32.87	-61.69	-198.59	-59.51	-5.11	116.52	249.63	404.81	572.40	765.33	765.33	
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	116.52	249.63	404.81	572.40	765.33	765.33	

S.T. PROCEEDS REQUIRED	0.00	61.69	198.59	59.51	5.11	0.00	0.00	0.00	0.00	0.00	0.00	324.91
------------------------	------	-------	--------	-------	------	------	------	------	------	------	------	--------

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMITMENTS	0.00	61.69	198.59	59.51	5.11	0.00	0.00	0.00	0.00	0.00	0.00	324.91
EXCESS (SHORTFALL)	0.00	-61.69	-198.59	-59.51	-5.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	61.69	198.59	59.51	5.11	0.00	0.00	0.00	0.00	0.00	0.00	324.91

LACTC NON-CASH PROP A												
COMMITMENTS	0.00	61.69	126.81	4.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	193.38
BALANCE REMAINING	193.38	131.69	4.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:												
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3394.00	
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00	
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	9.56	20.69	20.69	20.69	20.69	20.69	20.69	133.70	
DSRF	0.00	0.00	0.00	9.56	11.10	0.00	0.00	0.00	0.00	0.00	20.69	
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73	
S.T. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL COSTS	83.70	307.20	667.80	737.82	715.36	568.69	567.69	253.49	71.69	20.69	3994.11	
SOURCES:												
FEDERAL												
SECTION 3	40.00	117.20	336.00	336.00	380.00	380.00	380.00	129.80	0.00	0.00	2099.00	
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	0.00	378.10	
STATE AND LOCAL												
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30	
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00	
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30	
PROP A (1)	4.40	113.00	145.22	103.85	107.39	0.00	0.00	0.00	0.00	0.00	473.86	
B.A.D. FINANCING (1)	0.00	0.00	0.00	88.50	108.98	14.54	10.28	1.95	0.00	0.00	224.25	
S.T. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
DS AND DSRF EARNINGS	0.00	0.00	0.00	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93	
REQUIRED LACTC STA	0.00	0.00	71.78	54.63	-40.37	25.38	25.94	12.37	-7.68	-7.68	134.37	
TOTAL SOURCES	83.70	307.20	667.80	737.82	715.36	568.69	567.69	253.49	71.69	20.69	3994.11	

DISBURSEMENT BASIS

USES:											
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
DSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73
S.T. FINANCING											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	20.80	167.40	296.40	505.92	634.96	684.89	702.99	769.09	190.99	20.69	3994.11
SOURCES:											
FEDERAL	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10
STATE AND LOCAL											
STA/PROP 5/CITY/OTHER/B.A.	20.80	17.71	52.26	100.82	145.09	121.32	92.90	46.90	44.90	18.22	660.92
PROP A (1)	0.00	44.50	29.62	98.97	107.39	38.00	0.00	146.95	16.96	0.00	484.38
B.A.D. BOND PROCEEDS (1)	0.00	0.00	0.00	12.24	14.18	64.72	108.17	24.94	0.00	0.00	274.25
S.T. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DS AND DSRF EARNINGS	0.00	0.00	0.00	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
REQUIRED LACTC STA	0.00	0.00	71.78	40.43	19.31	-0.00	-0.00	-0.00	0.00	0.00	131.52
TOTAL SOURCES	20.80	167.40	296.40	505.92	634.96	684.89	702.99	769.09	190.99	20.69	3994.11

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	609.14
B.A.D. BPA	0.00
S.T. BPA	0.00
TOTAL	609.14

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	566.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	104.50	76.30	31.10	21.70	18.00	-3.90	-25.90	-25.90	238.30
CUMULATIVE NET NEEDS	4.40	42.40	146.90	223.20	254.30	276.00	294.00	290.10	264.20	238.30	238.30

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
FEDERAL:											
1) BAL MADE AVAIL + CURR	40.00	197.20	470.81	705.87	886.55	972.42	950.14	640.49	124.66	0.00	0.00
2) TOTAL CAP DISB	20.80	122.93	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74%	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	0.00
ACTUAL FED DISBURSEMENT	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10
SUBSIDIES MADE AVAILABLE	40.00	197.20	378.80	381.80	429.00	432.40	436.10	189.80	32.00	0.00	2477.10
TOTAL SUB DISBURSED TO DATE	0.00	105.19	247.93	500.25	846.78	1305.16	1804.61	2352.44	2477.10	2477.10	2477.10
TOTAL SUB AVAIL TO DATE	40.00	197.20	576.00	957.80	1386.80	1819.20	2255.30	2445.10	2477.10	2477.10	2477.10
BALANCE SUB AVAILABLE	40.00	92.01	328.07	457.55	540.02	514.04	450.69	92.66	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

CDS LESS DIS. OF FED. SUB.

20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	906.00
-------	-------	-------	-------	--------	--------	--------	--------	-------	------	--------

STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	109.79	165.43	180.95	147.98	92.90	46.90	44.90	25.90	25.90
2) CAP DISB LESS FED SUB DISB	20.80	17.71	52.26	92.38	126.87	167.82	182.85	200.57	45.64	0.00	906.00
ACTUAL STATE SUBSIDY	20.80	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	0.00	642.70

STATE SUB MADE AVAILABLE	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
STATE SUB DISB BALANCE	18.50	37.79	57.53	78.05	54.08	0.00	0.00	0.00	0.00	25.90	25.90

CDS LESS DIS OF ALL SUBSIDIES

0.00	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
------	------	------	------	------	------	-------	-------	--------	------	------	--------

B.A.D. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
-----------	------	------	------	------	------	-------	-------	--------	------	------	--------

CUMULATIVE NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	109.79	263.46	264.20	264.20	264.20
----------------------	------	------	------	------	------	-------	--------	--------	--------	--------	--------

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	104.50	76.30	31.10	21.70	18.00	0.00	0.00	0.00	294.00
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	217.00	226.30	143.60	21.70	18.00	0.00	0.00	0.00	744.00

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	0.00	0.00	0.00	0.00	19.84	89.95	153.67	0.74	0.00	264.20
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	44.50	101.40	139.40	126.70	57.84	89.95	153.67	0.74	0.00	714.20

PROPOSITION A:

GROWTH RATE

-	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
---	------	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	80.01	54.23	36.90	0.00	0.00	0.00	0.00	0.00	0.00	171.14
DISBURSEMENTS	0.00	0.00	80.01	54.23	36.90	0.00	0.00	0.00	0.00	0.00	0.00	171.14
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
COMMITMENT BASIS:												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	10.18	85.17	89.79	98.92	189.55	296.54	430.80	589.11	-	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	226.30	143.60	21.70	18.00	0.00	0.00	0.00	0.00	744.00
EXCESS (SHORTFALL)	32.87	-61.69	-206.82	-141.13	-53.81	77.22	171.55	296.54	430.80	589.11	589.11	589.11
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	77.22	171.55	296.54	430.80	589.11	589.11	589.11
S.T. PROCEEDS REQUIRED	0.00	61.69	206.82	141.13	53.81	0.00	0.00	0.00	0.00	0.00	0.00	463.45
S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	80.01	54.23	36.90	0.00	0.00	0.00	0.00	0.00	0.00	171.14
COMMITMENTS	0.00	61.69	206.82	141.13	53.81	0.00	0.00	0.00	0.00	0.00	0.00	463.45
EXCESS (SHORTFALL)	0.00	-61.69	-126.81	-86.90	-16.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	61.69	126.81	86.90	16.91	0.00	0.00	0.00	0.00	0.00	0.00	292.31
LACTC NON-CASH PROP A												
COMMITMENTS	0.00	61.69	126.81	86.90	16.90	0.00	0.00	0.00	0.00	0.00	0.00	292.30
BALANCE REMAINING	292.30	230.61	103.80	16.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:												
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	546.00	547.00	232.80	51.00	0.00	0.00	3344.00
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING:												
DEBT SERVICE	0.00	0.00	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	17.85	129.46
ISSUANCE EXPENSES	0.00	0.00	2.05	1.39	0.95	0.00	0.00	0.00	0.00	0.00	0.00	4.39
TOTAL COSTS	83.70	307.20	678.20	731.39	699.30	565.85	564.85	250.65	68.85	17.85	17.85	3967.84
SOURCES:												
FEDERAL												
SECTION 3	40.00	117.20	336.00	336.00	380.00	380.00	380.00	129.80	0.00	0.00	0.00	2099.00
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	0.00	0.00	378.10
STATE AND LOCAL												
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	0.00	400.30
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	0.00	75.00
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
PROP A (1)	4.40	113.00	145.22	185.87	124.29	39.30	38.60	17.60	17.60	17.60	17.60	700.47
B.A.D. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING (1)	0.00	0.00	82.06	55.62	37.85	0.00	0.00	0.00	0.00	0.00	0.00	175.53
DS AND DSRF EARNINGS	0.00	0.00	0.12	0.20	0.25	0.25	0.25	0.25	0.25	0.25	0.25	1.83
REQUIRED LACTC STA	0.00	0.00	0.00	0.00	0.00	-0.00	-0.00	-3.90	-25.90	-25.90	-25.90	-55.69
TOTAL SOURCES	83.70	307.20	678.20	731.39	699.30	565.85	564.85	250.65	68.85	17.85	17.85	3967.84

DISBURSEMENT BASIS

USES:												
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00	
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00	
B.A.O. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING												
DEBT SERVICE	0.00	0.00	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46	
ISSUANCE EXPENSES	0.00	0.00	2.05	1.39	6.95	0.00	0.00	0.00	0.00	0.00	4.39	
TOTAL COSTS	20.80	167.40	306.80	499.49	616.90	682.05	700.15	766.25	188.15	17.85	3967.84	
SOURCES:												
FEDERAL	0.00	105.19	142.74	252.32	346.53	456.38	499.45	547.83	124.66	0.00	2477.10	
STATE AND LOCAL												
STA/PROP 5/CITY/OTHER/B.A.	20.80	17.71	52.26	92.38	126.87	147.98	92.90	46.90	44.90	0.00	642.70	
PROP A (1)	0.00	44.50	29.62	98.97	107.39	75.44	167.55	171.27	16.34	17.60	670.67	
B.A.O. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
S.T. BOND PROCEEDS (1)	0.00	0.00	82.06	55.62	37.85	0.00	0.00	0.00	0.00	0.00	175.53	
DS AND DSRF EARNINGS	0.00	0.00	0.12	0.20	0.25	0.25	0.25	0.25	0.25	0.25	1.83	
REGUIREO LACTC STA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	
TOTAL SOURCES	20.80	167.40	306.80	499.49	618.90	682.05	700.15	766.25	188.15	17.85	3967.84	

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	354.37
B.A.O. BPA	0.00
S.T. BPA	0.00
TOTAL	354.37

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

4

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.O. FINANCING)	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
B.A.O. 8PA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	-25.90	1358.93
CUMULATIVE NET NEEDS	4.40	42.40	357.50	635.61	903.14	1151.21	1384.83	1384.83	1384.83	1358.93	1356.93

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
FEDERAL:											
1) BAL MADE AVAIL + CURR	40.00	197.20	307.80	409.62	464.02	480.29	449.76	362.16	68.26	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74% ACTUAL FED DISBURSEMENT	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	0.00
SUBSIDIES MADE AVAILABLE	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
TOTAL SUB DISBURSED TO DATE	0.00	57.60	135.77	273.94	463.70	714.71	988.21	1288.20	1356.47	1356.47	1356.47
TOTAL SUB AVAIL TO DATE	40.00	197.20	365.40	545.39	737.96	943.99	1164.47	1350.37	1356.47	1356.47	1356.47
BALANCE SUB AVAILABLE	40.00	139.60	229.64	271.45	274.26	229.28	176.26	62.16	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

CDS LESS DIS. OF FED. SUB. 20.80 65.30 116.83 206.53 283.64 375.19 408.80 448.41 102.04 0.00 2027.53

STATE AND LOCAL SUBSIDIES (BEFORE B.A.O. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	25.90
2) CAP DISB LESS FED SUB DISB	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
ACTUAL STATE SUBSIDY	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	0.00	642.70
STATE SUB MADE AVAILABLE	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
STATE SUB DISB BALANCE	18.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.90	25.90

CDS LESS DIS OF ALL SUBSIDIES 0.00 9.80 44.83 98.63 175.74 281.29 315.90 401.51 57.14 0.00 1384.83

B.A.O. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
CUMULATIVE NET NEEDS	0.00	9.80	54.63	153.26	329.00	610.29	926.19	1327.70	1384.83	1384.83	1384.83

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	0.00	1384.83
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83

PROPOSITION A:

GROWTH RATE - 9.50 8.50 8.50 8.50 8.50 8.50 8.50 8.50 8.50 8.50 -

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986													
25% TO LOCAL JURISDICTIONS	54.83	60.06	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.03
% TO RTO OPERATING DEFICIT	123.99	156.98	169.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
% TO MO OPERATING DEFICIT	6.22	7.92	8.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.66
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.99

ALLOCATION IN FY 1986 AND ON:													
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.99	106.36	115.43	640.72		
40% TO RTO/MO BUS													
CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	1025.16		
35% TO RAIL	0.00	0.00	0.00	98.97	107.39	116.52	126.44	137.19	148.90	161.60	897.01		

LACTC STA REQUIREMENTS: STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS													
PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	29.62	98.97	107.39	116.52	211.63	366.81	387.45	561.42	-		
LESS: NET DISBURSEMENT NEEDS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	146.95	18.96	0.00	615.91		
EXCESS (SHORTFALL)	37.27	11.21	-71.78	-40.43	-19.31	78.52	211.63	219.86	368.49	561.42	561.42		
CUMULATIVE BALANCE	37.27	11.21	0.00	0.00	0.00	78.52	211.63	219.86	368.49	561.42	561.42		
INTEREST EARNINGS	3.17	0.95	0.00	0.00	0.00	6.67	17.99	18.69	31.32	47.72	126.52		
LACTC STA REQUIRED	0.00	0.00	71.78	40.43	19.31	0.00	0.00	0.00	0.00	0.00	131.52		

COMMITMENT BASIS:													
PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	18.41	98.97	107.39	116.52	249.63	404.81	572.40	765.33	-		
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	156.48	112.50	0.00	0.00	0.00	0.00	0.00	605.38		
EXCESS (SHORTFALL)	32.87	-61.69	-198.59	-59.51	-5.11	116.52	249.63	404.81	572.40	765.33	765.33		
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	116.52	249.63	404.81	572.40	765.33	765.33		
LACTC STA REQUIRED	0.00	61.69	198.59	59.51	5.11	0.00	0.00	0.00	0.00	0.00	324.91		

LACTC NON-CASH PROP A													
COMMITMENTS	0.00	61.69	126.81	4.88	0.00	0.00	0.00	0.00	0.00	0.00	193.38		
BALANCE REMAINING	193.38	131.69	4.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

SALES TAX FINANCINGS:													
ADJUSTMENT FOR SALES TAX FINANCING													
LONG-TERM INTEREST RATES	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50		
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50		
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17		
DSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
SALES TAX BONDS ISSUED	0.00	0.00	82.06	55.64	37.84	0.00	0.00	0.00	0.00	0.00	175.54		
LESS: EXPENSES	0.00	0.00	2.05	1.39	0.95	0.00	0.00	0.00	0.00	0.00	4.30		
NET PROCEEDS	0.00	0.00	80.01	54.25	36.89	0.00	0.00	0.00	0.00	0.00	171.15		
GROSS DEBT SERVICE	0.00	0.00	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46		
LESS: EARNINGS ON DSRF	0.00	0.00	0.12	0.20	0.25	0.25	0.25	0.25	0.25	0.25	1.83		
NET DEBT SERVICE	0.00	0.00	8.23	13.81	17.60	17.60	17.60	17.60	17.60	17.60	127.63		

LACTC STA REQUIREMENTS:													
DISBURSEMENT BASIS:													
PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	21.39	85.17	89.79	98.92	174.94	309.40	307.56	457.14	-		
LESS: NET DISBURSEMENT NEEDS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	146.95	18.96	0.00	615.91		
EXCESS (SHORTFALL)	37.27	11.21	-80.01	-54.23	-36.91	60.92	174.94	162.45	288.60	457.14	457.14		
CUMULATIVE BALANCE	37.27	11.21	0.00	0.00	0.00	60.92	174.94	162.45	288.60	457.14	457.14		
INTEREST EARNINGS	3.17	0.95	0.00	0.00	0.00	5.18	14.87	13.81	24.53	38.86	101.36		
S.T. BOND PROC REQUIRED	0.00	0.00	80.01	54.23	36.91	0.00	0.00	0.00	0.00	0.00	171.16		

S.T. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	80.01	54.25	36.89	0.00	0.00	0.00	0.00	0.00	171.15
DISBURSEMENTS	0.00	0.00	80.01	54.23	36.91	0.00	0.00	0.00	0.00	0.00	171.15
BALANCE	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMITMENT BASIS:											
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	10.18	85.17	89.79	98.92	212.94	347.40	492.51	661.04	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	217.00	158.46	112.50	0.00	0.00	0.00	0.00	0.00	605.38
EXCESS (SHORTFALL)	32.87	-61.69	-206.82	-73.32	-22.71	98.92	212.94	347.40	492.51	661.04	661.04
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	98.92	212.94	347.40	492.51	661.04	661.04
S.T. PROCEEDS REQUIRED											
	0.00	61.69	296.82	73.32	22.71	0.00	0.00	0.00	0.00	0.00	364.54
S.T. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	80.01	54.25	36.90	14.18	14.18	14.18	14.18	14.18	242.07
COMMITMENTS	0.00	61.69	206.82	73.32	22.71	0.00	0.00	0.00	0.00	0.00	364.54
EXCESS (SHORTFALL)	0.00	-61.69	-126.81	-19.07	14.18	14.18	14.18	14.18	14.18	14.18	14.18
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	14.18	14.18	14.18	14.18	14.18	14.18	14.18
LACTC STA REQUIRED	0.00	61.69	126.81	19.07	0.00	0.00	0.00	0.00	0.00	0.00	207.57
LACTC NON-CASH PROP A											
COMMITMENTS	0.00	61.69	126.81	19.06	0.00	0.00	0.00	0.00	0.00	0.00	207.56
BALANCE REMAINING	207.56	145.87	19.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:											
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
DSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73
S.T. FINANCING:											
DEBT SERVICE	0.00	0.00	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46
ISSUANCE EXPENSES	0.00	0.00	2.05	1.39	0.95	0.00	0.00	0.00	0.00	0.00	4.39
TOTAL COSTS	83.70	307.20	678.20	753.22	734.16	586.54	585.54	271.34	89.54	38.54	4127.96
SOURCES:											
FEDERAL											
SECTION 3	40.00	117.20	336.00	336.00	380.00	380.00	380.00	129.80	0.00	0.00	2099.00
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	32.00	0.00	378.10
STATE AND LOCAL											
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
PROP A (1)	4.40	113.00	145.22	118.04	107.39	17.60	17.60	17.60	17.60	17.60	576.04
B.A.D. FINANCING (1)	0.00	0.00	0.00	88.50	108.96	14.54	10.28	1.95	0.00	0.00	224.25
S.T. FINANCING (1)	0.00	0.00	82.06	55.64	23.66	0.00	0.00	0.00	0.00	0.00	161.36
DS AND DSRF EARNINGS	0.00	0.00	0.12	1.34	2.72	2.72	2.72	2.72	2.72	2.72	17.77
REQUIRED LACTC STA	0.00	0.00	0.00	0.00	-45.49	25.38	25.94	12.37	-7.68	-7.68	2.85
TOTAL SOURCES	83.70	307.20	678.20	753.22	734.16	586.54	585.54	271.34	89.54	38.54	4127.96

DISBURSEMENT BASIS

USES:												
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3324.00	
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00	
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70	
DSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69	
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73	
S.T. FINANCING												
DEBT SERVICE	0.00	0.00	8.35	14.00	17.85	17.85	17.85	17.85	17.85	17.85	129.46	
ISSUANCE EXPENSES	0.00	0.00	2.05	1.39	0.95	0.00	0.00	0.00	0.00	0.00	4.39	
TOTAL COSTS	20.80	167.40	306.80	521.32	653.76	702.74	720.84	786.94	208.84	38.54	4127.96	
SOURCES:												
FEDERAL	0.00	105.19	142.74	252.32	346.53	458.38	499.45	547.83	124.66	0.00	2477.10	
STATE AND LOCAL												
STA/PROP 5/CITY/OTHER/B.A.	20.80	17.71	52.26	100.82	145.09	121.32	92.90	46.90	44.90	18.22	660.92	
PROP A (1)	0.00	44.50	29.62	98.97	107.39	55.60	17.60	164.55	36.56	17.60	572.32	
B.A.D. BOND PROCEEDS (1)	0.00	0.00	0.00	12.24	14.18	64.72	108.17	24.94	0.00	0.00	224.25	
S.T. BOND PROCEEDS (1)	0.00	0.00	82.06	55.62	37.86	0.00	0.00	0.00	0.00	0.00	175.54	
DS AND DSRF EARNINGS	0.00	0.00	0.12	1.34	2.72	2.72	2.72	2.72	2.72	2.72	17.77	
REQUIRED LACTC STA	0.00	0.00	0.00	-0.00	0.00	-0.00	-0.00	-0.00	-0.00	0.00	0.00	
TOTAL SOURCES	20.80	167.40	306.80	521.32	653.76	702.74	720.84	786.94	208.84	38.54	4127.96	

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	495.99
B.A.D. BPA	0.00
S.T. BPA	0.00

TOTAL	495.99

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

5

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	175.72	178.00	75.68	74.68	28.68	26.68	7.68	715.42
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	315.10	210.30	197.42	266.30	251.84	18.22	18.22	-7.68	1312.11
CUMULATIVE NET NEEDS	4.40	42.40	357.50	567.80	765.22	1031.51	1283.35	1301.57	1319.79	1312.11	1312.11

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS FEDERAL:	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
1) BAL MADE AVAIL + CURR	40.00	197.20	307.80	409.62	464.02	480.29	449.76	362.16	68.26	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74% ACTUAL FED DISBURSEMENT	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	0.00
SUBSIDIES MADE AVAILABLE	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
TOTAL SUB DISBURSED TO DATE	0.00	57.60	135.77	273.94	463.70	714.71	988.21	1288.20	1356.47	1356.47	1356.47
TOTAL SUB AVAIL TO DATE	40.00	197.20	385.40	545.39	737.96	943.99	1164.47	1350.37	1356.47	1356.47	1356.47
BALANCE SUB AVAILABLE	40.00	139.60	229.64	271.45	274.26	229.28	176.26	62.16	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	663.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

CDS LESS DIS. OF FED. SUB.

20.80	65.30	116.83	206.53	283.64	375.19	408.80	446.41	102.04	0.00	2027.53
-------	-------	--------	--------	--------	--------	--------	--------	--------	------	---------

STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	72.00	99.46	89.68	75.68	74.68	28.68	26.68	7.68	7.68
2) CAP DISB LESS FED SUB DISB	20.80	65.30	116.83	206.53	283.64	375.19	408.80	446.41	102.04	0.00	2027.53
ACTUAL STATE SUBSIDY	20.80	55.50	72.00	99.46	89.68	75.68	74.68	28.68	26.68	0.00	543.16

STATE SUB MADE AVAILABLE	39.30	37.00	72.00	99.46	89.68	75.68	74.68	28.68	26.68	7.68	550.84
STATE SUB DISB BALANCE	18.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.68	7.68

CCS LESS DIS OF ALL SUBSIDIES

0.00	9.80	44.83	107.07	193.96	299.51	334.12	419.73	75.36	0.00	1484.36
------	------	-------	--------	--------	--------	--------	--------	-------	------	---------

B.A.D. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	76.26	88.32	0.00	0.00	0.00	0.00	0.00	164.56
DISBURSEMENTS	0.00	0.00	0.00	76.26	88.32	0.00	0.00	0.00	0.00	0.00	164.56
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NET NEEDS	0.00	9.80	44.83	30.81	105.64	299.51	334.12	419.73	75.36	0.00	1319.79
-----------	------	------	-------	-------	--------	--------	--------	--------	-------	------	---------

CUMULATIVE NET NEEDS	0.00	9.80	54.63	85.44	191.08	490.59	824.71	1244.44	1319.79	1319.79	1319.79
----------------------	------	------	-------	-------	--------	--------	--------	---------	---------	---------	---------

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	315.10	210.30	197.42	266.30	251.84	18.22	18.22	0.00	1319.79
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.79

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	9.80	44.83	30.81	105.64	299.51	334.12	419.73	75.36	0.00	1319.79
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79

PROPOSITION A:

GROWTH RATE

-	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
---	------	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986												
25% TO LOCAL JURISDICTIONS	54.83	60.06	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	186.03
% TO RTD OPERATING DEFICIT	120.99	156.98	169.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
% TO MO OPERATING DEFICIT	6.22	7.92	8.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.95
ALLOCATION IN FY 1986 AND ON:												
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.99	106.36	115.43	640.72	
40% TO RTD/MO BUS CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	1025.16	
35% TO RAIL	0.00	0.00	0.00	96.97	107.39	116.52	126.44	137.19	148.90	161.60	897.01	

LACTC STA REQUIREMENTS:

STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	261.17	-
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-139.06	-195.05	-202.77	-189.47	-264.32	91.76	261.17	261.17
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	91.76	261.17	261.17
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	7.80	22.20	33.29

LACTC STA REQUIRED	0.00	0.00	127.25	139.06	195.05	202.77	189.47	264.32	0.00	0.00	1117.91
--------------------	------	------	--------	--------	--------	--------	--------	--------	------	------	---------

COMMITMENT BASIS:

PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	286.09	455.49	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-329.15	-272.64	-131.55	-107.19	137.19	286.09	455.49	455.49
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	137.19	286.09	455.49	455.49

LACTC STA REQUIRED	0.00	61.69	410.02	329.15	272.64	131.55	107.19	0.00	0.00	0.00	1312.23
--------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194.33
BALANCE REMAINING	194.33	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SALES TAX FINANCINGS:

ADJUSTMENT FOR SALES TAX FINANCING

LONG-TERM INTEREST RATES	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	-
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	-
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	-
OSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
SALES TAX BONDS ISSUED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GROSS DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EARNINGS ON DSF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LACTC STA REQUIREMENTS:

DISBURSEMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	261.17	-
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-139.06	-195.05	-202.77	-189.47	-264.32	91.76	261.17	261.17
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	91.76	261.17	261.17
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	7.80	22.20	33.29

S.T. BOND PROC REQUIRED	0.00	0.00	127.25	139.06	195.05	202.77	189.47	264.32	0.00	0.00	1117.91
-------------------------	------	------	--------	--------	--------	--------	--------	--------	------	------	---------

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LACTC STA REQUIRED	0.00	0.00	127.25	139.06	195.05	202.77	189.47	264.32	0.00	0.00	1117.91
--------------------	------	------	--------	--------	--------	--------	--------	--------	------	------	---------

COMMITMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	286.09	455.49	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-329.15	-272.64	-131.55	-107.19	137.19	286.09	455.49	455.49
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	137.19	286.09	455.49	455.49

S.T. PROCEEDS REQUIRED	0.00	61.69	410.02	329.15	272.64	131.55	107.19	0.00	0.00	0.00	1312.23
------------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------

S.T. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMITMENTS	0.00	61.69	410.02	329.15	272.64	131.55	107.19	0.00	0.00	0.00	1312.23
EXCESS (SHORTFALL)	0.00	-61.69	-410.02	-329.15	-272.64	-131.55	-107.19	0.00	0.00	0.00	0.00
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LACTC STA REQUIRED	0.00	61.69	410.02	329.15	272.64	131.55	107.19	0.00	0.00	0.00	1312.23
--------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194.33
BALANCE REMAINING	194.33	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:

METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3394.00
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	83.70	307.20	667.80	716.00	680.50	548.00	547.00	232.80	51.00	0.00	3834.00

SOURCES:

FEDERAL											
SECTION 3	40.00	117.20	125.40	134.18	143.58	153.63	164.38	125.90	0.00	0.00	1004.27
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	0.00	352.20
STATE AND LOCAL											
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	153.30
PROP A (1)	4.40	113.00	150.21	98.97	107.39	116.52	126.44	0.00	0.00	0.00	716.93
B.A.D. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DS AND OSRF EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
REQUIRED LACTC STA	0.00	0.00	277.39	329.15	272.64	131.55	107.19	0.00	0.00	-25.90	1092.01
TOTAL SOURCES	83.70	307.20	667.80	716.00	680.50	548.00	547.00	232.80	51.00	0.00	3834.00

DISBURSEMENT BASIS

USES:											
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	20.80	167.40	296.40	484.10	600.10	664.20	682.30	748.40	170.30	0.00	3834.00
SOURCES:											
FEDERAL	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	1356.47
STATE AND LOCAL											
STA/PROP 5/CITY/OTHER/B.A.	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	0.00	642.70
PROP A (1)	0.00	54.30	18.98	98.97	107.39	116.52	126.44	137.19	57.14	0.00	716.93
B.A.D. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DS AND DSRF EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
REQUIRED LACTC STA	0.00	-0.00	127.25	139.06	195.05	202.77	189.47	264.32	0.00	0.00	1117.91
TOTAL SOURCES	20.80	167.40	296.40	484.10	600.10	664.20	682.30	748.40	170.30	0.00	3834.00

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	283.37
B.A.D. BPA	0.00
S.T. RPA	0.00
TOTAL	283.37

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	966.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	168.20	179.96	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	175.72	178.00	75.68	74.68	28.68	26.68	7.68	715.42
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	315.10	210.30	197.42	266.30	251.64	18.22	18.22	-7.68	1312.11
CUMULATIVE NET NEEDS	4.40	42.40	357.50	567.80	765.22	1031.51	1283.35	1301.57	1319.79	1312.11	1312.11

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS FEDERAL:	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
1) BAL MADE AVAIL + CURR	40.00	197.20	307.80	409.62	464.02	480.29	449.76	362.16	68.26	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74% ACTUAL FED DISBURSEMENT	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	0.00
SUBSIDIES MADE AVAILABLE	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
TOTAL SUB DISBURSED TO DATE	0.00	57.60	135.77	273.94	463.70	714.71	988.21	1288.20	1356.47	1356.47	1356.47
TOTAL SUB AVAIL TO DATE	40.00	197.20	365.40	545.39	737.96	943.99	1164.47	1350.37	1356.47	1356.47	1356.47
BALANCE SUB AVAILABLE	40.00	139.60	229.64	271.45	274.26	229.28	176.26	62.16	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00

COS LESS DIS. OF FED. SUB.

20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
-------	-------	--------	--------	--------	--------	--------	--------	--------	------	---------

STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)

1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	72.00	99.46	89.68	75.68	74.68	28.68	26.68	7.68	7.68
2) CAP DISB LESS FED SUB DISB	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
ACTUAL STATE SUBSIDY	20.80	55.50	72.00	99.46	89.68	75.68	74.68	28.68	26.68	0.00	543.16

STATE SUB MADE AVAILABLE	39.30	37.00	72.00	99.46	89.68	75.68	74.68	28.68	26.68	7.68	550.64
STATE SUB DISB BALANCE	16.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.68	7.68

COS LESS DIS OF ALL SUBSIDIES

0.00	9.80	44.83	107.07	193.96	299.51	334.12	419.73	75.36	0.00	1484.36
------	------	-------	--------	--------	--------	--------	--------	-------	------	---------

B.A.D. BOND PROCEEDS ACCOUNT

DEPOSITS	0.00	0.00	0.00	76.26	88.32	0.00	0.00	0.00	0.00	0.00	164.58
DISBURSEMENTS	0.00	0.00	0.00	76.26	88.32	0.00	0.00	0.00	0.00	0.00	164.58
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NET NEEDS	0.00	9.80	44.83	30.81	105.64	299.51	334.12	419.73	75.36	0.00	1319.79
-----------	------	------	-------	-------	--------	--------	--------	--------	-------	------	---------

CUMULATIVE NET NEEDS	0.00	9.80	54.63	85.44	191.08	490.59	824.71	1244.44	1319.79	1319.79	1319.79
----------------------	------	------	-------	-------	--------	--------	--------	---------	---------	---------	---------

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	315.10	210.30	197.42	266.30	251.84	18.22	18.22	0.00	1319.79
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.79

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	9.80	44.83	30.81	105.64	299.51	334.12	419.73	75.36	0.00	1319.79
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79

PROPOSITION A:

GROWTH RATE	-	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
-------------	---	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986													
25% TO LOCAL JURISIDICITONS	54.83	60.06	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.03
% TO RTD OPERATING DEFICIT	120.99	156.98	169.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
% TO MO OPERATING DEFICIT	6.22	7.92	8.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.99
ALLOCATION IN FY 1986 AND ON:													
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.99	106.36	115.43	124.50	133.57	640.72
40% TO RTD/MO BUS													
CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	199.98	216.77	1025.16
35% TO RAIL	0.00	0.00	0.00	98.97	107.39	116.52	126.44	137.19	148.90	161.60	174.52	187.61	897.01

LACTC STA REQUIREMENTS:

STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	241.40	-
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-71.24	-124.95	-220.99	-207.69	-282.54	73.54	241.40	241.40
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	73.54	241.40	241.40
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	6.25	20.52	30.06

LACTC STA REQUIRED	0.00	0.00	127.25	71.24	124.95	220.99	207.69	282.54	0.00	0.00	1034.65
--------------------	------	------	--------	-------	--------	--------	--------	--------	------	------	---------

COMMITMENT BASIS:

PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	267.87	417.50	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.79
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-261.33	-202.53	-149.77	-125.41	118.97	249.65	417.50	417.50
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	118.97	249.65	417.50	417.50

LACTC STA REQUIRED	0.00	61.69	410.02	261.33	202.53	149.77	125.41	0.00	0.00	0.00	1210.75
--------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	176.11
BALANCE REMAINING	176.11	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

SALES TAX FINANCINGS:

ADJUSTMENT FOR SALES TAX FINANCING

LONG-TERM INTEREST RATES	9.50	5.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	-
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	-
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	-
DSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
SALES TAX BONDS ISSUED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
GROSS DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LESS: EARNINGS ON DSF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LACTC STA REQUIREMENTS:

DISBURSEMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	241.40	-
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-71.24	-124.95	-220.99	-207.69	-282.54	73.54	241.40	241.40
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	73.54	241.40	241.40
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	6.25	20.52	30.06

S.T. BOND PRCC REQUIRED	0.00	0.00	127.25	71.24	124.95	220.99	207.69	282.54	0.00	0.00	1034.65
-------------------------	------	------	--------	-------	--------	--------	--------	--------	------	------	---------

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	127.25	71.24	124.95	220.99	207.69	282.54	0.00	0.00	1034.65	
COMMITMENT BASIS:												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	267.87	417.50	-	
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.79	
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-261.33	-202.53	-149.77	-125.41	118.97	249.65	417.50	417.50	
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	118.97	249.65	417.50	417.50	
S.T. PROCEEDS REQUIRED	0.00	61.69	410.02	261.33	202.53	149.77	125.41	0.00	0.00	0.00	1210.75	
S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMITMENTS	0.00	61.69	410.02	261.33	202.53	149.77	125.41	0.00	0.00	0.00	1210.75	
EXCESS (SHORTFALL)	0.00	-61.69	-410.02	-261.33	-202.53	-149.77	-125.41	0.00	0.00	0.00	0.00	0.00
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	61.69	410.02	261.33	202.53	149.77	125.41	0.00	0.00	0.00	1210.75	
LACTC NON-CASH PROP A												
COMMITMENTS	0.00	61.69	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	176.11	
BALANCE REMAINING	176.11	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:												
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00	
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00	
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70	
DSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69	
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73	
S.T. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	83.70	307.20	667.80	737.82	715.36	568.69	567.69	253.49	71.69	20.69	3994.11	
SOURCES:												
FEDERAL												
SECTION 3	40.00	117.20	125.40	134.18	143.58	153.63	164.38	125.90	0.00	0.00	1004.27	
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	0.00	352.20	
STATE AND LOCAL												
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30	
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00	
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30	
PROP A (1)	4.40	113.00	131.99	98.97	107.39	116.52	126.44	18.22	18.22	0.00	735.15	
B.A.D. FINANCING (1)	0.00	0.00	0.00	88.50	102.50	0.00	0.00	0.00	0.00	0.00	191.00	
S.T. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
DS AND DSRF EARNINGS	0.00	0.00	0.00	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93	
REQUIRED LACTC STA	0.00	0.00	295.61	261.33	202.53	149.77	125.41	0.00	0.00	-7.68	1026.97	
TOTAL SOURCES	83.70	307.20	667.80	737.82	715.36	568.69	567.69	253.49	71.69	20.69	3994.11	

DISBURSEMENT BASIS

USES:											
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	662.30	748.40	170.30	0.00	3384.00
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
B.A.O. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
DSRF	0.00	0.00	0.00	9.56	11.10	0.00	0.00	0.00	0.00	0.00	20.69
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73
S.T. FINANCING											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL COSTS	20.80	167.40	296.40	505.92	634.96	684.89	702.99	769.09	190.99	20.69	3994.11
SOURCES:											
FEDERAL	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	1356.47
STATE AND LOCAL											
STA/PROP 5/CITY/OTHER/B.A.	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	18.22	660.92
PROP A (1)	0.00	54.30	18.98	98.97	107.39	116.52	126.44	137.19	75.36	0.00	735.15
B.A.O. BOND PROCEEDS (1)	0.00	0.00	0.00	88.50	102.50	0.00	0.00	0.00	0.00	0.00	191.00
S.T. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DS AND DSRF EARNINGS	0.00	0.00	0.00	1.14	2.46	2.46	2.46	2.46	2.46	2.46	15.93
REQUIRED LACTC STA	0.00	-0.00	127.25	71.24	124.95	220.99	207.69	282.54	0.00	0.00	1034.65
TOTAL SOURCES	20.80	167.40	296.40	505.92	634.96	684.89	702.99	769.09	190.99	20.69	3994.11

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	261.92
B.A.O. BPA	0.00
S.T. BPA	0.00
TOTAL	<u>261.92</u>

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

7

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LESS: FED SUBSIDIES	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	-25.90	1358.93
CUMULATIVE NET NEEDS	4.40	42.40	357.50	635.61	903.14	1151.21	1384.83	1384.83	1384.83	1358.93	1358.93

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
FEDERAL:											
1) BAL MADE AVAIL → CURR	40.00	197.20	307.80	409.62	464.02	480.29	449.76	362.16	68.26	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74% ACTUAL FED DISBURSEMENT	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	0.00
SUBSIDIES MADE AVAILABLE	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
TOTAL SUB DISBURSED TO DATE	0.00	57.60	135.77	273.94	463.70	714.71	988.21	1288.20	1356.47	1356.47	1356.47
TOTAL SUB AVAIL TO DATE	40.00	197.20	365.40	545.39	737.96	943.99	1164.47	1350.37	1356.47	1356.47	1356.47
BALANCE SUB AVAILABLE	40.00	139.60	229.64	271.45	274.26	229.28	176.26	62.16	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00
CDS LESS DIS. OF FED. SUB.	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)											
1) STATE SUB BAL. AVAIL → CURRENT	39.30	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	25.90
2) CAP DISB LESS FED SUB DISB	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
ACTUAL STATE SUBSIDY	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	0.00	642.70
STATE SUB MADE AVAILABLE	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
STATE SUB DISB BALANCE	18.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.90	25.90
CDS LESS DIS OF ALL SUBSIDIES	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
B.A.D. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
CUMULATIVE NET NEEDS	0.00	6.80	54.63	153.26	329.00	610.29	926.19	1327.70	1384.83	1384.83	1384.83

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS

METRO RAIL NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	0.00	1384.83
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83

DISBURSEMENT BASIS

METRO RAIL NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83

PROPOSITION A:

GROWTH RATE

-	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
---	------	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PRGP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.66
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986												
25% TO LOCAL JURISIDICITONS	54.83	60.06	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.03
X TO RTD OPERATING DEFICIT	120.99	156.98	169.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
X TO MO OPERATING DEFICIT	6.22	7.92	8.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.99

ALLOCATION IN FY 1986 AND ON:												
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.99	106.36	115.43	640.72	
40% TO RTD/MO BUS												
CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	1025.16	
35% TO RAIL	0.00	0.00	0.00	98.97	107.39	116.52	126.44	137.19	148.90	161.60	897.01	

LACTC STA REQUIREMENTS: STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	261.17	-	
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83	
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-139.06	-195.05	-202.77	-189.47	-264.32	91.76	261.17	261.17	
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	91.76	261.17	261.17	
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	7.80	22.20	33.29	

LACTC STA REQUIRED	0.00	0.00	127.25	139.06	195.05	202.77	189.47	264.32	0.00	0.00	1117.91	
--------------------	------	------	--------	--------	--------	--------	--------	--------	------	------	---------	--

COMMITMENT BASIS:												
PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	286.09	455.49	-	
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	428.12	580.02	248.07	233.62	0.00	0.00	0.00	1834.83	
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-329.15	-272.64	-131.55	-107.19	137.19	286.09	455.49	455.49	
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	137.19	286.09	455.49	455.49	

LACTC STA REQUIRED	0.00	61.69	410.02	329.15	272.64	131.55	107.19	0.00	0.00	0.00	1312.23	
--------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------	--

LACTC NON-CASH PROP A												
COMMITMENTS	0.00	61.69	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	194.33	
BALANCE REMAINING	194.33	132.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

SALES TAX FINANCINGS: ADJUSTMENT FOR SALES TAX FINANCING

LONG-TERM INTEREST RATES	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	-
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	-
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	-
DSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
SALES TAX BONDS ISSUED	0.00	0.00	145.47	175.63	259.78	298.37	317.37	152.39	49.71	0.00	1398.72	
LESS: EXPENSES	0.00	0.00	3.64	4.39	6.49	7.46	7.93	3.81	1.24	0.00	34.97	
NET PROCEEDS	0.00	0.00	141.83	171.24	253.29	290.91	309.44	148.58	48.47	0.00	1363.75	
GROSS DEBT SERVICE	0.00	0.00	14.79	32.66	59.08	89.42	121.70	137.19	142.25	142.25	739.34	
LESS: EARNINGS ON DSF	0.00	0.00	0.21	0.46	0.84	1.27	1.72	1.94	2.02	2.02	10.47	
NET DEBT SERVICE	0.00	0.00	14.58	32.19	58.24	88.15	119.97	135.25	140.23	140.23	728.86	

LACTC STA REQUIREMENTS:

DISBURSEMENT BASIS:												
PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	4.40	66.78	49.15	28.37	6.46	1.94	8.66	21.37	-	
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83	
EXCESS (SHORTFALL)	37.27	1.41	-141.84	-171.25	-253.29	-290.92	-309.44	-399.57	-48.47	21.37	21.37	
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.37	21.37	
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.82	5.10	

S.T. BOND PROC REQUIRED	0.00	0.00	141.84	171.25	253.29	290.92	309.44	399.57	48.47	0.00	1614.77	
-------------------------	------	------	--------	--------	--------	--------	--------	--------	-------	------	---------	--

S.T. BOND PROCEEDS ACCOUNT												
DEPOSITS	0.00	0.00	141.83	171.24	253.29	290.91	309.44	148.58	48.47	0.00	1363.75	
DISBURSEMENTS	0.00	0.00	141.83	171.24	253.29	290.91	309.44	148.58	48.47	0.00	1363.75	
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
LACTC STA REQUIRED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.99	0.00	0.00	251.02	

COMMITMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	2.99	66.78	49.15	28.37	6.46	1.94	10.60	31.97	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83
EXCESS (SHORTFALL)	32.87	-61.69	-424.60	-361.34	-330.88	-219.70	-227.16	1.94	10.60	31.97	31.97
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	1.94	10.60	31.97	31.97

S.T. PROCEEDS REQUIRED	0.00	61.69	424.60	361.34	330.88	219.70	227.16	0.00	0.00	0.00	1625.37
------------------------	------	-------	--------	--------	--------	--------	--------	------	------	------	---------

S.T. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	141.83	171.24	253.29	290.91	380.64	302.06	350.53	350.53	2241.04
COMMITMENTS	0.00	61.69	424.60	361.34	330.88	219.70	227.16	0.00	0.00	0.00	1625.37
EXCESS (SHORTFALL)	0.00	-61.69	-282.77	-190.10	-77.59	71.21	153.48	302.06	350.53	350.53	350.53
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	71.21	153.48	302.06	350.53	350.53	350.53

LACTC STA REQUIRED	0.00	61.69	282.77	190.10	77.59	0.00	0.00	0.00	0.00	0.00	612.15
--------------------	------	-------	--------	--------	-------	------	------	------	------	------	--------

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	282.77	16.67	0.00	0.00	0.00	0.00	0.00	0.00	361.14
BALANCE REMAINING	361.14	299.44	16.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS

USES:											
METRO COMMITMENTS	83.70	232.20	555.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
B.A.D. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING:											
DEBT SERVICE	0.00	0.00	14.79	32.66	59.08	89.42	121.70	137.19	142.25	142.25	739.34
ISSUANCE EXPENSES	0.00	0.00	3.64	4.39	6.49	7.46	7.93	3.81	1.24	0.00	34.97
TOTAL COSTS	83.70	307.20	686.23	753.05	746.07	644.88	676.63	373.80	194.49	142.25	4608.30

SOURCES:											
FEDERAL											
SECTION 3	40.00	117.20	125.40	134.18	143.58	153.63	164.38	125.90	0.00	0.00	1004.27
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	0.00	352.20
STATE AND LOCAL											
PROP 5/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
PROP A (1)	4.40	113.00	300.35	115.65	107.39	116.52	126.44	135.25	140.23	140.23	1299.46
B.A.D. FINANCING (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING (1)	0.00	0.00	145.47	175.63	259.78	227.16	235.09	3.81	1.24	0.00	1048.19
DS AND DSRF EARNINGS	0.00	0.00	0.21	0.46	0.84	1.27	1.72	1.94	2.02	2.02	10.47
REQUIRED LACTC STA	0.00	0.00	0.00	173.43	77.59	0.00	-0.00	0.00	0.00	-25.90	225.12
TOTAL SOURCES	83.70	307.20	686.23	753.05	746.07	644.88	676.63	373.80	194.49	142.25	4608.30

DISBURSEMENT BASIS

USES:													
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00		
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00		
B.A.O. FINANCING:													
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DSRF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ISSUANCE EXPENSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
S.T. FINANCING													
DEBT SERVICE	0.00	0.00	14.79	32.66	59.08	89.42	121.70	137.19	142.25	142.25	739.34		
ISSUANCE EXPENSES	0.00	0.00	3.64	4.39	6.49	7.46	7.93	3.81	1.24	0.00	74.97		
TOTAL COSTS	20.80	167.40	314.83	521.15	665.67	761.08	811.93	889.40	313.79	142.25	4608.30		
SOURCES:													
FEDERAL	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	1356.47		
STATE AND LOCAL													
STA/PROP S/CITY/OTHER/B.A.	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	0.00	642.70		
PROP A (1)	0.00	54.30	18.98	98.97	107.39	116.52	126.44	137.19	148.90	140.23	948.93		
B.A.O. BOND PROCEEDS (1)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
S.T. BOND PROCEEDS (1)	0.00	0.00	145.47	175.63	259.78	298.37	317.37	152.39	49.71	0.00	1398.72		
DS AND DSRF EARNINGS	0.00	0.00	0.21	0.46	0.84	1.27	1.72	1.94	2.02	2.02	10.47		
REQUIRED LACTC STA	0.00	-0.00	0.00	0.00	0.00	0.00	0.00	250.99	0.00	0.00	251.02		
TOTAL SOURCES	20.80	167.40	314.83	521.15	665.67	761.08	811.93	889.40	313.79	142.25	4608.30		

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	23.19
B.A.O. BPA	0.00
S.T. BPA	0.00

TOTAL	23.19

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

NET NEEDS FROM LACTC:
(PROP A AND STA)

COMMITMENT BASIS:

TOTAL COMMITMENTS	83.70	232.20	555.30	566.00	566.00	548.00	547.00	232.80	51.00	0.00	3344.00
LESS: FED SUBSIDIES	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
STATE AND LOCAL SUBSIDIES (ADJUSTED FOR B.A.D. FINANCING)	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
B.A.D. BPA EARNINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	-25.90	1356.93
CUMULATIVE NET NEEDS	4.40	42.40	357.50	635.61	903.14	1151.21	1384.83	1384.83	1384.83	1358.93	1356.93

DISBURSEMENT BASIS:

TOTAL DISBURSEMENTS FEDERAL:	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
1) BAL MADE AVAIL + CURR	40.00	197.20	307.80	409.62	464.02	480.29	449.76	362.16	68.26	0.00	0.00
2) TOTAL CAP DISB	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00
3) MAINTENANCE OF 74%	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	0.00
ACTUAL FED DISBURSEMENT	0.00	57.60	78.17	138.17	189.76	251.01	273.50	299.99	68.26	0.00	1356.47
SUBSIDIES MADE AVAILABLE	40.00	157.20	168.20	179.98	192.58	206.03	220.48	185.90	6.10	0.00	1356.47
TOTAL SUB DISBURSED TO DATE	0.00	57.60	135.77	273.94	463.70	714.71	988.21	1288.20	1356.47	1356.47	1356.47
TOTAL SUB AVAIL TO DATE	40.00	197.20	365.40	545.39	737.96	943.99	1164.47	1350.37	1356.47	1356.47	1356.47
BALANCE SUB AVAILABLE	40.00	139.60	229.64	271.45	274.26	229.28	176.26	62.16	0.00	0.00	0.00
CAPITAL DISBURSED TO DATE	20.80	143.70	338.70	683.40	1156.80	1783.00	2465.30	3213.70	3384.00	3384.00	3384.00
CDS LESS DIS. OF FED. SUB.	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
STATE AND LOCAL SUBSIDIES (BEFORE B.A.D. BOND PROCEEDS)	39.30	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	25.90
1) STATE SUB BAL. AVAIL + CURRENT	39.30	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	25.90
2) CAP DISB LESS FED SUB DISB	20.80	65.30	116.83	206.53	283.64	375.19	408.80	448.41	102.04	0.00	2027.53
ACTUAL STATE SUBSIDY	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	0.00	642.70
STATE SUB MADE AVAILABLE	39.30	37.00	72.00	107.90	107.90	93.90	92.90	46.90	44.90	25.90	668.60
STATE SUB DISB BALANCE	18.50	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.90	25.90
CDS LESS DIS OF ALL SUBSIDIES	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
B.A.D. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DISBURSEMENTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
CUMULATIVE NET NEEDS	0.00	9.80	54.63	153.26	329.00	610.29	926.19	1327.70	1384.83	1384.83	1384.83

LACTC PROP A AND STA REQUIREMENTS:

COMMITMENT BASIS:

METRO RAIL NET NEEDS	4.40	38.00	315.10	278.12	267.52	248.07	233.62	0.00	0.00	0.00	1384.83
LA-LB TOTAL COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
TOTAL	4.40	113.00	427.60	428.12	380.02	248.07	233.62	0.00	0.00	0.00	1834.83

DISBURSEMENT BASIS:

METRO RAIL NET NEEDS	0.00	9.80	44.83	98.63	175.74	281.29	315.90	401.51	57.14	0.00	1384.83
LA-LB TOTAL DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00
TOTAL	0.00	54.30	146.23	238.03	302.44	319.29	315.90	401.51	57.14	0.00	1834.83

PROPOSITION A:

GROWTH RATE

	9.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	-
--	------	------	------	------	------	------	------	------	------	------	---

ALLOCATION:

PROP A RECEIPTS (NET OF CC)	220.33	241.26	261.77	284.02	308.16	334.35	362.77	393.61	427.07	463.37	3296.71
LESS: ADMIN COSTS	1.02	1.04	1.16	1.24	1.34	1.43	1.53	1.64	1.64	1.64	13.68
AVAILABLE FOR DISTRIBUTION	219.31	240.22	260.61	282.78	306.82	332.92	361.24	391.97	425.43	461.73	3283.03

ALLOCATION PRIOR TO FY 1986													
25% TO LOCAL JURISDICTIONS	54.83	60.36	65.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.03
% TO RTD OPERATING DEFICIT	120.99	156.98	169.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.25
% TO MO OPERATING DEFICIT	6.22	7.92	8.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.86
RAIL CAPITAL	37.27	15.27	17.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.99

ALLOCATION IN FY 1986 AND ON:													
25% TO LOCAL JURISDICTIONS	0.00	0.00	0.00	70.69	76.71	83.23	90.31	97.95	106.36	115.43	124.72		
40% TO RTD/MO BUS CAPITAL AND OPERATING DEFICIT	0.00	0.00	0.00	113.11	122.73	133.17	144.50	156.79	170.17	184.69	1025.16		
35% TO RAIL	0.00	0.00	0.00	96.97	107.39	116.52	126.44	137.19	148.90	161.60	897.01		

LACTC STA REQUIREMENTS:

STA REQUIREMENTS BEFORE SALES TAX REVENUE BONDS

DISBURSEMENT BASIS

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	18.98	98.97	107.39	116.52	126.44	137.19	148.90	241.40	-	
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79	
EXCESS (SHORTFALL)	37.27	1.41	-127.25	-71.24	-124.95	-220.99	-207.69	-282.54	73.54	241.40	241.40	
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	73.54	241.40	241.40	
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	6.25	23.52	30.06	
LACTC STA REQUIRED	0.00	0.00	127.25	71.24	124.95	220.99	207.69	282.54	0.00	0.00	1034.65	

COMMITMENT BASIS:

PROP A BAL AVAILABLE FOR RAIL	37.27	51.31	17.58	98.97	107.39	116.52	126.44	137.19	267.67	417.50	-	
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.79	
EXCESS (SHORTFALL)	32.87	-61.69	-410.02	-261.33	-202.53	-149.77	-125.41	118.97	249.65	417.50	417.50	
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	118.97	249.65	417.50	417.50	
LACTC STA REQUIRED	0.00	61.69	410.02	261.33	202.53	149.77	125.41	0.00	0.00	0.00	1210.75	

LACTC NON-CASH PROP A

COMMITMENTS	0.00	61.69	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	176.11	
BALANCE REMAINING	176.11	114.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

SALES TAX FINANCINGS:

ADJUSTMENT FOR SALES TAX FINANCING

LONG-TERM INTEREST RATES	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	-
DEBT ISSUANCE EXPENSES	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	-
DEBT SERVICE PER \$100 MM BONDS	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	10.17	-
DSRF REQUIREMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
COVERAGE REQUIREMENT	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
SALES TAX BONDS ISSUED	0.00	0.00	145.47	185.29	187.13	202.43	319.98	308.70	70.54	0.00	1419.54	
LESS: EXPENSES	0.00	0.00	3.64	4.63	4.68	5.06	8.00	7.72	1.76	0.00	35.49	
NET PROCEEDS	0.00	0.00	141.83	180.66	182.45	197.37	311.98	300.98	68.78	0.00	1384.05	
GROSS DEBT SERVICE	0.00	0.00	14.79	33.64	52.67	73.26	105.80	137.19	144.37	144.37	706.00	
LESS: EARNINGS ON DSRF	0.00	0.00	0.21	0.48	0.75	1.04	1.50	1.94	2.05	2.05	10.00	
NET DEBT SERVICE	0.00	0.00	14.58	33.16	51.92	72.22	104.30	135.25	142.32	142.32	696.00	

LACTC STA REQUIREMENTS:

DISBURSEMENT BASIS:

PROP A BALANCE AVAILABLE FOR RAIL	37.27	55.71	4.40	65.81	55.46	44.30	22.14	1.94	6.58	19.28	-	
LESS: NET DISBURSEMENT NEEDS	0.00	54.30	146.23	170.21	232.34	337.51	334.12	419.73	75.36	0.00	1769.79	
EXCESS (SHORTFALL)	37.27	1.41	-141.84	-104.40	-176.87	-293.21	-311.99	-417.79	-68.78	19.28	19.28	
CUMULATIVE BALANCE	37.27	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.28	19.28	
INTEREST EARNINGS	3.17	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.64	4.93	
S.T. BOND PROC REQUIRED	0.00	0.00	141.84	104.40	176.87	293.21	311.99	417.79	68.78	0.00	1514.86	

S.T. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	141.83	180.66	182.45	197.37	311.98	300.98	66.78	0.00	1384.05
DISBURSEMENTS	0.00	0.00	141.83	104.40	176.87	293.20	311.98	300.98	66.78	0.00	1758.94
BALANCE	0.00	0.00	0.00	76.26	86.32	0.00	0.00	0.00	0.00	0.00	0.00
EARNINGS ON BALANCE	0.00	0.00	0.00	6.48	7.51	0.00	0.00	0.00	0.00	0.00	0.00
LACTC STA REQUIRED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	116.80	0.00	0.00	116.82
COMMITMENT BASIS:											
PROP A BALANCE AVAILABLE FOR RAIL	37.27	51.31	2.99	65.81	55.46	44.30	22.14	1.94	6.58	19.28	-
LESS: NET COMMITMENT NEEDS	4.40	113.00	427.60	360.30	309.92	266.30	251.84	18.22	18.22	0.00	1769.75
EXCESS (SHORTFALL)	32.87	-61.69	-424.60	-294.49	-254.46	-221.99	-229.71	-16.28	-11.64	19.28	19.28
CUMULATIVE BALANCE	32.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.28	15.26
S.7. PROCEEDS REQUIRED	0.00	61.69	424.60	294.49	254.46	221.99	229.71	16.28	11.64	0.00	1514.86
S.7. BOND PROCEEDS ACCOUNT											
DEPOSITS	0.00	0.00	141.83	180.66	188.93	204.88	311.98	383.26	435.75	424.11	2271.40
COMMITMENTS	0.00	61.69	424.60	294.49	254.46	221.99	229.71	16.28	11.64	0.00	1514.86
EXCESS (SHORTFALL)	0.00	-61.69	-282.77	-113.83	-65.52	-17.11	82.28	366.98	424.11	424.11	424.11
CUMULATIVE BALANCE	0.00	0.00	0.00	0.00	0.00	0.00	82.28	366.98	424.11	424.11	424.11
LACTC STA REQUIRED	0.00	61.69	282.77	113.83	65.52	17.11	0.00	0.00	0.00	0.00	540.93
LACTC NON-CASH PROP A											
COMMITMENTS	0.00	61.69	282.77	79.65	0.00	0.00	0.00	0.00	0.00	0.00	424.11
BALANCE REMAINING	424.11	362.42	79.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

USES AND SOURCES OF FUNDS

COMMITMENT BASIS											
USES:											
METRO COMMITMENTS	83.70	232.20	559.30	566.00	568.00	548.00	547.00	232.80	51.00	0.00	3384.00
LA-LB COMMITMENTS	0.00	75.00	112.50	150.00	112.50	0.00	0.00	0.00	0.00	0.00	450.00
B.A.O. FINANCING:											
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70
DSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73
S.T. FINANCING:											
DEBT SERVICE	0.00	0.00	14.79	33.64	52.67	73.26	105.80	137.19	144.37	144.37	706.08
ISSUANCE EXPENSES	0.00	0.00	3.64	4.63	4.68	5.06	8.00	7.72	1.76	0.00	75.45
TOTAL COSTS	83.70	307.20	686.23	776.09	772.71	647.00	681.48	398.40	217.82	165.05	4735.68
SOURCES:											
FEDERAL											
SECTION 3	40.00	117.20	129.40	134.18	143.58	153.63	164.38	125.90	0.00	0.00	1004.27
SECTION 9	0.00	40.00	42.80	45.80	49.00	52.40	56.10	60.00	6.10	0.00	352.20
STATE AND LOCAL											
PROP 3/STATE STA	39.30	30.00	53.00	72.00	72.00	57.00	57.00	11.00	9.00	0.00	400.30
CITY GRANTS	0.00	7.00	7.00	10.00	10.00	11.00	10.00	10.00	10.00	0.00	75.00
OTHER GRANTS/EQUITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
BENEFIT ASSESSMENTS	0.00	0.00	12.00	25.90	25.90	25.90	25.90	25.90	25.90	25.90	193.30
PROP A (1)	4.40	113.00	300.35	178.62	107.39	116.52	126.44	137.19	148.90	142.32	1375.12
B.A.O. FINANCING (1)	0.00	0.00	0.00	88.50	102.50	0.00	0.00	0.00	0.00	0.00	191.00
S.T. FINANCING (1)	0.00	0.00	145.47	185.29	193.61	209.94	237.70	24.00	13.41	0.00	1009.42
DS AND DSRF EARNINGS	0.00	0.00	0.21	1.62	3.21	3.50	3.96	4.41	4.51	4.51	25.94
REQUIRED LACTC STA	0.00	0.00	0.00	34.18	65.52	17.11	-0.00	0.00	0.00	-7.68	109.14
TOTAL SOURCES	83.70	307.20	686.23	776.09	772.71	647.00	681.48	398.40	217.82	165.05	4735.68

DISBURSEMENT BASIS

USES:												
METRO DISBURSEMENTS	20.80	122.90	195.00	344.70	473.40	626.20	682.30	748.40	170.30	0.00	3384.00	
LA-LB DISBURSEMENTS	0.00	44.50	101.40	139.40	126.70	38.00	0.00	0.00	0.00	0.00	450.00	
B.A.D. FINANCING:												
DEBT SERVICE	0.00	0.00	0.00	9.58	20.69	20.69	20.69	20.69	20.69	20.69	133.70	
OSRF	0.00	0.00	0.00	9.58	11.10	0.00	0.00	0.00	0.00	0.00	20.69	
ISSUANCE EXPENSES	0.00	0.00	0.00	2.65	3.07	0.00	0.00	0.00	0.00	0.00	5.73	
S.T. FINANCING												
DEBT SERVICE	0.00	0.00	14.79	33.64	52.67	73.24	105.80	137.19	144.37	144.37	706.00	
ISSUANCE EXPENSES	0.00	0.00	3.64	4.63	4.68	5.06	8.00	7.72	1.76	0.00	35.49	
TOTAL COSTS	20.80	167.40	314.83	544.19	692.31	763.20	816.78	914.00	337.12	165.05	4735.68	
SOURCES:												
FEDERAL	0.00	57.60	78.17	138.17	189.76	251.01	273.50	289.99	68.26	0.00	1356.47	
STATE AND LOCAL												
STA/PROP 5/CITY/OTHER/B.A.	20.80	55.50	72.00	107.90	107.90	93.90	92.90	46.90	44.90	18.22	660.92	
PROP A (1)	0.00	54.30	18.98	98.97	107.39	116.52	126.44	137.19	148.90	142.32	951.01	
B.A.D. BOND PROCEEDS (1)	0.00	0.00	0.00	88.50	102.50	0.00	0.00	0.00	0.00	0.00	191.00	
S.T. BOND PROCEEDS (1)	0.00	0.00	145.47	109.03	181.55	298.26	319.98	308.70	70.54	0.00	1433.53	
OS AND OSRF EARNINGS	0.00	0.00	0.21	1.62	3.21	3.50	3.96	4.41	4.51	4.51	25.94	
REQUIRED LOCAL STA	0.00	-0.00	0.00	-0.00	-0.00	0.00	0.00	116.80	0.00	0.00	116.82	
TOTAL SOURCES	20.80	167.40	314.83	544.19	692.31	763.20	816.78	914.00	337.12	165.05	4735.68	

EXCESS BALANCES
END OF FY 1992 (1)

PROP A	20.92
B.A.D. BPA	0.00
S.T. BPA	0.00

TOTAL	20.92

NOTES:

(1) INCLUDES INVESTMENT EARNINGS ON ACCOUNTS

—H—

Selected Bibliography
and Information Sources

Regarding Southern California Rapid Transit District:

1. Official Statement: \$39,600,000 Southern California Rapid Transit District 1982 Revenue Anticipation Notes
2. Southern California Rapid Transit District Annual Report, 1981-1982
3. Ordinance No. 16: An Ordinance Establishing A Retail Transactions and Use Tax in the County of Los Angeles for Public Transit Purposes
4. Southern California Rapid Transit District Five Year Short Range Transit Plan, Fiscal Years 1984-1988 (Dated February 1983)
5. Los Angeles County Transportation Commission: Projected Bus Operating and Capital Subsidies, Fiscal Years 1984-88.
6. Supreme Court of California, Los Angeles County Transportation Commission, Petitioner, v. George V. Richmond, as Executive Director, etc., Respondent No. LA. 31403., Decision dated April 30, 1982
7. Transportation Development Assistance Act, as amended
8. Southern California Rapid Transit Act, as amended
9. Selected Additional Sections; Public Utilities, Revenue and Taxation and Government Codes of the State of California
10. Official Statement: \$29,245,000 Southern California Rapid Transit District Equipment Trust Certificates, Series 1980. Dated January 30, 1980
11. Southern California Rapid Transit District Equipment Trust Certificates Series 1980 - Basic Legal Documents dated as of January 1, 1980.

12. SCRTD Projections:

Metro Rail Project Funding Plan, 1984-1991
Metro Rail and LA-LB Project Costs (Commitments
and Disbursements), Fiscal 1984-1992
Metro Rail Operating Costs
Proposition A Receipts and Allocations, Fiscal
1983-1992

Regarding U.S. Transit Agencies and Authorities:

1. Official Statement: \$100,000,000 Dade County, Florida Sales Tax Revenue Bonds, Series A. Dated September 28, 1982.
2. Official Statement: \$71,210,000 Massachusetts By Transportation Authority General Transportation System Bonds, 1983 Series A Refunding. Dated July 27, 1983.
3. Official Statement: \$65,000,000 San Francisco Bay Area Rapid Transit District Sales Tax Revenue Bonds, Series 1982. Dated September, 1983.
4. Official Statement: \$175,000,000 Metropolitan Atlanta Rapid Transit Authority (Georgia) Sales Tax Revenue Bond, Refunding Series E. Dated August 1, 1983.
5. Official Statement: \$250,000,000 Metropolitan Transportation Authority Transit Facilities Revenue Bonds, Series A. Dated October 14, 1982.
6. Official Statement: \$275,275,000 Metropolitan Transportation Authority Transit Facilities and Commuter Facilities Service Contract Bonds, Series C and D. Dated May 9, 1983.
7. Official Statement: \$205,000,000 Triborough Bridge and Tunnel Authority General Purpose Revenue Bonds, Series C. Dated August 19, 1982.
8. Plan of Financing for the Regional Transit Capital Improvement Program 1983-1990, Metropolitan Transit Authority of Harris County, Texas. Dated May, 1983.
9. Financing Public Transit: Recent Efforts to Enact Dedicated Revenue Sources - October, 1982 through March 31, 1983 - by Jeffery A. Parker for UMTA Project #DC-06-0429. Draft dated April 6, 1983.

10. Leveraging Federal Capital Assistance for Transit, by Jeffrey A. Parker. Draft dated May 16, 1983 (Prepared for UMTA pursuant to Section 315 of the Surface Transportation Act of 1982.)
11. Equipment Contract R-31462 (R-62) (Revised) between Metropolitan Transportation Authority and Nissho-Iwai American Corporation for Furnishing and Delivering Passenger Cars for the New York City Transit System Division A.
12. Metropolitan Transportation Authority and Export Development Corporation Loan Agreement. Dated November 15, 1982.
13. United States Department of Commerce International Trade Administration Final Affirmative Countervailing Duty Determination: Rail cars from Canada.

Other Sources:

1. Surface Transportation Assistance Act of 1982; 1984 appropriations pursuant to H.R. 3329.
2. Standard & Poor's Ratings Guide.
3. Moody's Municipal & Government Manual, Volumes I and II, Moody's Investors Service, Inc.
4. Interviews with Standard & Poor's Corporation and Moody's Investors Service, Inc. regarding rating criteria for benefit assessment district bonds.