

**Table 2.10.3-1 Finance Plan Sources and Uses of Funds**

Uses and Sources of Funds	2003 Dollars	Total Cost YOY
<b>Uses of Funds</b>		
Total Construction Costs	\$3,725,341,000	\$4,116,289,000
Financing	--	\$456,392,000
<b>Total Uses of Funds</b>	<b>\$3,725,341,000</b>	<b>\$4,572,681,000</b>
<b>Sources of Funds</b>		
	<b>Percentage</b>	<b>Dollars</b>
Current Interest Revenue Bonds (CIB)	6.80%	\$310,674,000
Capital Appreciation Revenue Bonds (CAB)	5.60%	\$257,034,000
TIFIA	33.10%	\$1,512,235,000
Federal Grant	20.80%	\$950,000,000
State Grant	10.40%	\$475,000,000
A.R.E. Road Funds	2.70%	\$123,648,000
Other Equity Sources	17.40%	\$795,031,000
Interest Earnings	3.30%	\$149,059,000
<b>Total Sources of Funds</b>	<b>100.00%</b>	<b>\$4,572,681</b>

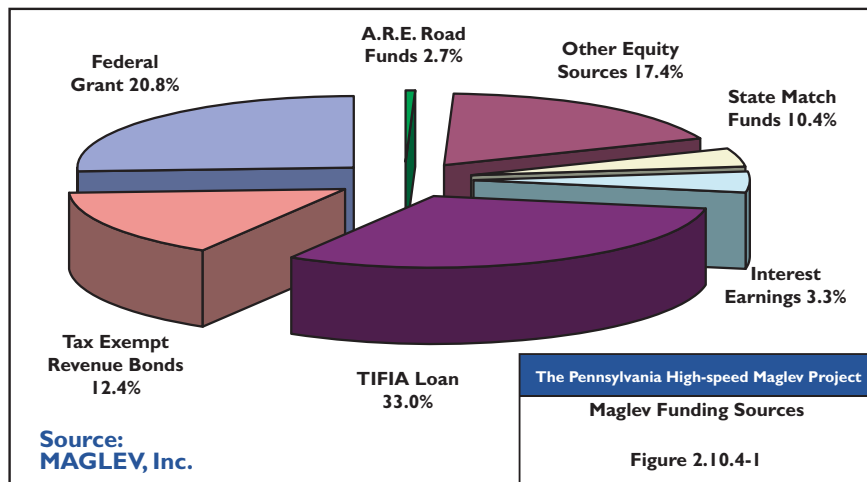
SOURCE: MAGLEV, Inc.

\* Funds identified by the local MPO (Southwestern Pennsylvania Commission) and in the Long Range Plan for access roads to maglev stations. A.R.E. stands for "Available Resource Element".

receive the minimum investment grade rating needed for a successful TIFIA application. Bond Anticipation Notes (BANs) are planned to minimize capitalized interest charges in anticipation of the \$1.5 billion TIFIA loan. Other equity resources of approximately \$795 million will be utilized. Senior revenue bond debt is based on a minimum debt coverage ratio of 2.0 as recommended by the investment banking committee, as advised by the rating agencies.

**2.10.4 Funding Sources**

Figure 2.10.4-1 provides an overview of the funding sources. Table 2.10.3-1 also shows the sources and uses for the project. It includes federal and state match funds totaling \$1.425 billion; approximately \$570 million of revenue bonds; a \$1.5 billion TIFIA loan;



and approximately \$124 million of Available Resource Elements (A.R.E.) funds will be used to pay for road improvements as identified in the Long Range Plan (2030) of the SPC. Approximately \$795 million of other equity funds will be utilized. The other equity source category includes a variety of funding alternatives, including private investment funds, additional revenue bonds, revenues associated with zone fare and station optimization, contractor subordinated debt, tax credit bonds, or additional public grant funds.