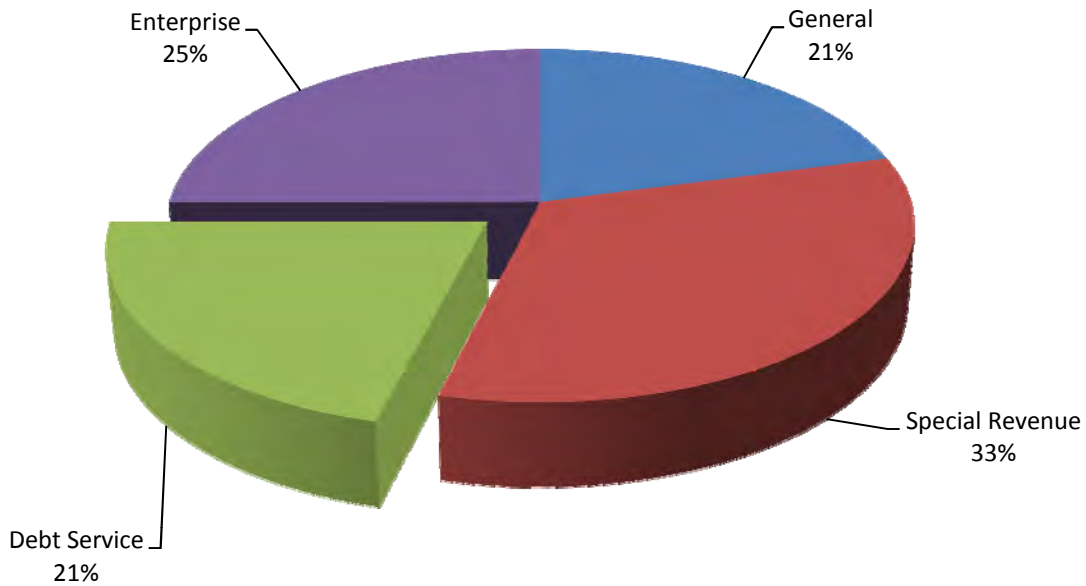


Debt Service

The Bond and Interest Fund is used to account for the payment of principal and interest on the City's general obligation bonds which are recorded in the general long-term debt group of accounts. Revenues include ad valorem property taxes, special assessment taxes, motor vehicle taxes, and investment interest income.



Fund Type	Total Expenditures
General	\$27,249,785
Special Revenue	43,136,316
Debt Service	27,651,662
Enterprise	32,747,404
Total	\$130,785,167

Bond and Interest (301)

The Bond and Interest Fund is the fund from which the City pays the principal and interest on bonded indebtedness. It is from this fund that the City makes interest and principal payments on General Obligation bonds, temporary notes, and the KDOT transportation revolving fund loan. It also accounts for the City's annual appropriation related to the outstanding TIF and STAR Bonds.

Sources of Income

There are two major revenue sources that fund the City's Bond and Interest Fund. The first source is the property tax which is annually levied to pay for the City's portion of general obligation debt. The annual tax levy for this fund is outside the City aggregate tax levy limit. The second source is special assessment revenue derived from benefit district payments.

Expenditures

As part of a policy statement, the City tries not to issue more tax-supported general obligation bond debt than it retires each year without conducting an objective analysis as to the community's ability to assume and support additional general obligation bond service payments. Below is a six year history of the total tax supported and non-tax supported General Obligation debt issued by the City.

Debt Issued						
	2007	2008	2009	2010	2011	2012
Tax Supported	-	16,909,608	6,260,560	4,925,000	2,902,970	9,328,097
Non-Tax Supported	15,710,000	2,835,392	21,824,440	12,635,000	10,422,030	9,916,903
Total Debt Issued	\$ 15,710,000	\$ 19,745,000	\$ 28,085,000	\$ 17,560,000	\$ 13,325,000	\$ 19,245,000

Debt Retired						
	2007	2008	2009	2010	2011	2012
Tax Supported	2,122,377	2,454,339	3,433,908	2,293,214	2,532,943	2,767,580
Non-Tax Supported	3,052,623	5,460,661	14,551,092	5,086,786	8,392,057	11,262,420
Total Debt Retired	\$ 5,175,000	\$ 7,915,000	\$ 17,985,000	\$ 7,380,000	\$ 10,925,000	\$ 14,030,000

Revenue Summary	2011 Actual	2012 Actual	2013 Budget	2014 Budget
BEGINNING CASH BALANCE	\$ 1,995,575	\$ 4,153,842	\$ 4,442,959	\$ 6,500,000
TAXES & ASSESSMENTS	9,902,683	11,505,468	11,337,416	12,017,666
SERVICES & SALES	-	132,942	260,043	290,000
CONTRIBUTIONS & OTHER REVENUE	84,000	87,235	5,477,253	5,754,838
OTHER FINANCING SOURCES	4,714,335	3,236,583	2,978,215	3,089,158
TOTAL REVENUE	\$ 16,696,593	\$ 19,116,070	\$ 24,495,886	\$ 27,651,662

Expenditure Summary	2011 Actual	2012 Actual	2013 Budget	2014 Budget
OTHER CHARGES	\$ 106,662	\$ 100,414	\$ 4,800,105	\$ 6,513,991
DEBT SERVICE	12,436,089	13,233,845	19,695,781	21,137,671
TOTAL EXPENDITURES	\$ 12,542,751	\$ 13,334,258	\$ 24,495,886	\$ 27,651,662

Bond and Interest (301)

Revenue Detail		2011 Actual	2012 Actual	2013 Budget	2014 Budget
300.00-00	BEGINNING CASH BALANCE	\$ 1,995,575	\$ 4,153,842	\$ 4,442,959	6,500,000
311.10-00	AD VALOREM	2,348,630	2,370,975	2,505,612	1,882,966
311.30-00	SPECIAL ASSESSMENTS	5,945,881	6,156,217	5,793,737	5,830,908
311.35-00	DELINQUENT / SPECIALS	330,145	301,831	138,232	142,326
311.40-00	DELINQUENT / AD VALOREM	22,059	30,505	10,000	10,000
311.50-00	MOTOR VEHICLE TAX	71,815	181,973	180,247	195,829
318.10-10	SALES TAX / CITY SALES TAX	1,091,299	2,295,639	2,501,681	2,813,311
318.10-20	SALES TAX / COUNTY SALES TAX	-	-	-	919,100
318.15-10	USE TAX / CITY USE TAX	92,855	168,330	207,907	223,226
346.20-06	PASSENGER FACILITY CHARGES	-	132,942	260,043	290,000
372.00-00	CONTRIBUTIONS & OTHER/MISC	-	12,735	-	100,000
372.01-00	MISCELLANEOUS / STAR BOND REVENUE	-	-	3,641,084	3,775,519
372.02-00	MISCELLANEOUS / TIF BOND REVENUE	-	-	1,761,669	1,811,319
376.00-00	DONATIONS	84,000	74,500	74,500	68,000
391.13-00	SALES TAX TRANSFER	1,304,545	1,100,000	996,631	500,000
391.14-00	SPECIAL STREET & HWY TRANSFER	57,750	56,400	55,050	-
391.17-00	TRANSFER FROM SPECIAL REVENUE*	908,553	796,858	770,431	900,232
391.18-00	TRANSFER FROM ENTERPRISE	897,971	1,100,092	1,092,563	1,587,835
391.21-00	TRANSFER FROM CAP PROJECT	1,298,920	-	-	-
391.22-00	TRANSFER FROM TRUST/AGENCY	246,595	183,233	63,540	101,091
* REVENUE		\$ 16,696,593	\$ 19,116,070	\$ 24,495,886	\$ 27,651,662

Expenditure Detail		2011 Actual	2012 Actual	2013 Budget	2014 Budget
510.65-25	ASSESSMENT FEE	\$ 106,662	\$ 100,414	\$ 106,662	106,662
510.66-00	CASH RESERVES	-	-	4,693,443	6,407,329
510.81-01	BOND / PRINCIPAL	8,215,000	9,125,000	9,776,573	10,631,500
510.81-02	BOND / INTEREST	3,561,479	3,479,198	3,944,081	4,420,709
510.82-01	TEMPORARY NOTES / PRINCIPAL	295,000	270,000	215,000	136,000
510.82-02	TEMPORARY NOTES / INTEREST	7,684	3,880	1,608	6,858
510.82-04	DISCOUNT FEE	689	-	-	-
510.83-01	COMMISSION & POSTAGE	8	1	-	-
510.83-02	CLOSING COSTS	464	-	-	-
510.86-01	STATE LOAN REPAY / PRINCIPAL	214,662	222,648	230,930	239,521
510.86-02	STATE LOAN REPAY / INTEREST	141,104	133,118	124,836	116,245
510.87-01	ANNUAL APPROPRIATION / STAR	-	-	3,641,084	3,775,519
510.87-02	ANNUAL APPROPRIATION / TIF	-	-	1,761,669	1,811,319
* EXPENDITURE		\$ 12,542,751	\$ 13,334,258	\$ 24,495,886	\$ 27,651,662

**The 2014 transfer from special revenue includes a \$100,000 from the Economic Development Fund to help cover City special assessment debt for the Airport Technical Park.*

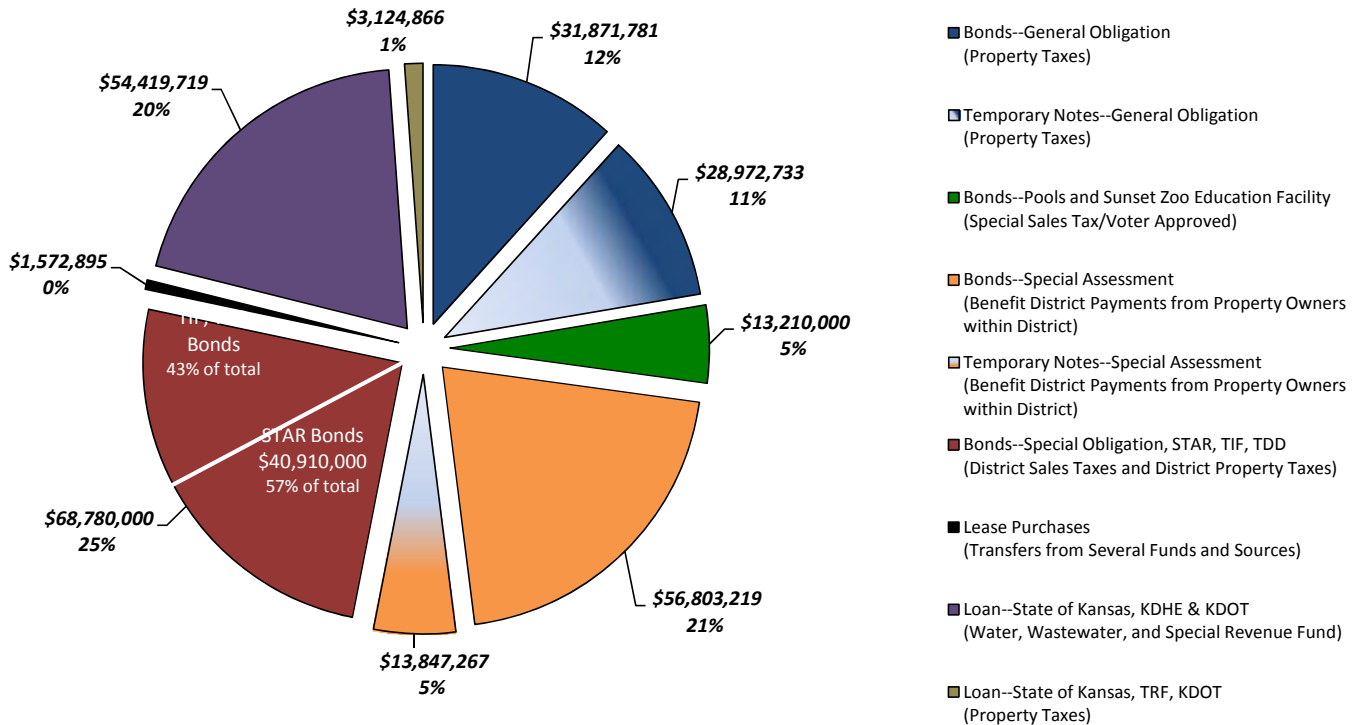
Debt Disclosure Statement

Estimated as of December 31, 2013

Debt Instrument	City at Large Portion	Benefit District Portion	Other Obligations	Total
1) General Obligation Bonds	45,081,781	-	-	45,081,781
Special Assessment Bonds	-	56,803,219	-	56,803,219
(2) General Obligation Temporary Notes	28,972,733	-	-	28,972,733
Special Assessment Temporary Notes	-	13,847,267	-	13,847,267
(3) Senior Lien TIF Special Obligation Revenue Bonds (<i>Series 2009A</i>)	-	-	19,980,000	19,980,000
(4) Subordinate Lien TIF Special Obligation Revenue Bonds (<i>Series 2009B</i>)	-	-	4,130,000	4,130,000
(5) Special Obligation Revenue Bonds (<i>STAR Bonds Series 2009-1</i>)	-	-	9,475,000	9,475,000
(6) Taxable Special Obligation Revenue Bonds (<i>STAR Bonds Series 2009-2</i>)	-	-	29,530,000	29,530,000
(7) Limey Pointe TDD Sales Tax Revenue Bonds (<i>Series 2009</i>)	-	-	290,000	290,000
(8) North Project TDD Sales Tax Revenue Bonds (<i>Series 2010</i>)	-	-	5,375,000	5,375,000
Lease Purchases	1,572,895	-	-	1,572,895
(9) State Department of Health and Environment Loans	54,419,719	-	-	54,419,719
(10) State Dept. of Transportation -Transportation Revolving Fund Loan	3,124,866	-	-	3,124,866

** The delinquency rate on the special assessments paid by property owners in the benefit districts is 9.6%. Approximately 56% of G.O. bonds is for special assessments.*

Total Debt:	133,171,994	70,650,486	68,780,000	272,602,480
Debt Authority Remaining:	59,849,661	-	-	-



Debt Disclosure Statement

Estimated as of December 31, 2013

- (1) The City-at-Large portion of general obligation bonds includes \$5,300,000 for the City Park pool replacement. These bonds will be repaid from revenues received from a voter-approved .10% sales tax levy. It also includes \$2,770,000 for the CiCo pool renovation and the Northview pool replacement as well as \$2,725,000 for the Sunset Zoo Education Facility. These bonds will also be repaid from revenues received from a voter-approved .10% and .05% sales tax levy, respectively.
- (2) The City-at-Large portion of temporary notes includes \$18,385,000 for projects related to the Downtown Redevelopment initiative.
- (3) The Senior Lien "Tax Increment Financing" (TIF) bonds were issued at a principal amount of \$21,220,000. This series of bonds, along with the Subordinate Lien TIF bonds below, was issued to retire the previously outstanding TIF bonds related to the financing of land acquisition and site preparation of the North Redevelopment District. Bond proceeds were also used to construct a set of public parks within the North District. These bonds shall not constitute a debt or liability of the City nor any pledge of the full faith and credit of the City. Revenue available for debt service from the North District consists of incremental property taxes, City sales tax, compensating use tax, and the City's portion of the County's sales tax. Revenue available from the South District consists of incremental property taxes.
- (4) The Subordinate Lien "Tax Increment Financing" (TIF) bonds were issued at a principal amount of \$4,160,000. This series of bonds, along with the Senior Lien TIF bonds above, was issued to retire the previously outstanding TIF bonds related to the financing of land acquisition and site preparation of the North Redevelopment District. Bond proceeds were also used to construct a set of public parks within the North District. These bonds shall not constitute a debt or liability of the City nor any pledge of the full faith and credit of the City. These bonds shall constitute subordinate lien bonds and shall be junior and subordinate with respect to the payment of debt service from the incremental tax revenues to the Senior Lien TIF bonds. Revenue available for debt service from the North District consists of incremental property taxes, City sales tax, compensating use tax, and the City's portion of the County's sales tax. Revenue available from the South District consists of incremental property taxes.
- (5) The Series 2009-1 "Sales Tax and Revenue" (STAR) Bonds were issued at a principal amount of \$16,855,000. This series of STAR Bonds was issued to retire the City's previously outstanding 2008 Bonds related to the financing of the South District land acquisition. These bonds shall not constitute a debt or liability of the City nor any pledge of the full faith and credit of the City. Revenue available for debt service from the North District consists of State sales tax. Revenue available from the South District consists of State sales tax, City sales tax, compensating use tax, and the City's portion of the County's sales tax.
- (6) The Series 2009-2 "Sales Tax and Revenue" (STAR) Bonds were issued at a principal amount of \$33,145,000. This series of STAR Bonds was issued to finance eligible facilities and infrastructure costs within the South Redevelopment District. The 2009-2 STAR Bonds will be treated as "Build America Bonds" under the Recovery Act and will receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the bonds. These bonds shall not constitute a debt or liability of the City nor any pledge of the full faith and credit of the City. Revenue available for debt service from the North District consists of State sales tax. Revenue available from the South District consists of State sales tax, City sales tax, compensating use tax, and the City's portion of the County's sales tax.
- (7) The Limey Pointe Transportation Development District (TDD) was created to finance infrastructure improvements needed for the development of the Limey Pointe area. An excise/sales tax has been imposed on purchases made at businesses within the District. The excise/sales tax collected will be used to retire the bonds. The bonds are considered a special obligation of the City secured by a pledge of the excise/sales tax revenues. They are not a general obligation of the City, nor do they count against the City's debt limit.
- (8) The North Project Transportation Development District (TDD) was created to finance infrastructure improvements needed for the development of the North Project area of Downtown Redevelopment. An excise/sales tax has been imposed on purchases made at businesses within the District. The excise/sales tax collected will be used to retire the bonds. The bonds are considered a special obligation of the City secured by a pledge of the excise/sales tax revenues. They are not a general obligation of the City, nor do they count against the City's debt limit.
- (9) The first loan was to be a maximum of \$6,411,155. Amounts were drawn down on the loan as eligible expenditures were made. The City was not obligated to draw down the full amount of the loan if it was determined that the funds were not needed. (A total of \$6,175,678 was drawn down.) This loan was amended to allow the City to borrow an additional \$2,510,637 million to finance the cost of designing the wastewater treatment plant upgrade and expansion project and design costs associated with the relocation of the K-18 sanitary sewer. First draw on this additional loan was made in March 2008. In late 2007 the City was approved for a new loan to finance the design and construction of water treatment plant and wellfield improvements. In July 2010 the loan was amended to increase the maximum loan amount to \$17,975,861. The City is not obligated to draw down the full amount of the loan if it is determined that the funds are not needed. First draw on this loan was made in December 2010. In late 2009 the City was approved for a new loan in the amount of \$39,506,000 to finance the cost of the construction phase of the wastewater treatment plant upgrade and expansion project. The City is not obligated to draw down the full amount of the loan if it is determined that the funds are not needed. The first draw on this loan was made in February 2010. In early 2010 the City was approved for a new loan in the amount of \$1,537,000 to finance the City's share of the cost of connecting the Pottawatomie County Blue Township Sewer District service area and adjacent tributary areas to the City's wastewater treatment facilities. The City is not obligated to draw down the full amount of the loan if it is determined that the funds are not needed. The first draw on this loan was made in May 2010. In 2011, the City was approved for a new loan for the amount of \$1,395,461 to finance the extension fo the Konza water main. The City is not obligated to draw down the full amount fo the loan if it is determined that the funds are not needed. No draw downs have been made to date. In 2013, the City was approved for a new loan for the amount of \$3,091,960 to finance the Water Meter Automation and Replacement Project. The City is not obligated to draw down the full amount fo the loan if it is determined that the funds are not needed. No draw downs have been made to date.
- (10) This loan is to be a maximum of \$4,608,000. Amounts will be drawn down on the loan as eligible expenditures are made. The City is not obligated to draw down the full amount of the loan if it is determined that the funds are not needed. (Draw downs are complete - a total of \$4,607,872 was drawn down.)

Note: *In accordance with the Long-Term Obligation Policy*

Special Obligation Bonds

The City has utilized several special taxing districts within the downtown redevelopment district as part of the overall financing of land and public infrastructure. The various bonds issued are special, limited obligations of the City payable solely from specific property and sales tax revenues generated within the district boundaries. The outstanding TDD bonds are accounted for through non-budgeted funds and have no impact on the City's operating budget. However, the City does incur a budgetary impact with the TIF and STAR bonds within the Bond and Interest Fund due to the City's moral obligation to finance these bonds in the event revenues don't meet the required debt service.

Limey Pointe Transportation Development District (TDD)

The Limey Pointe Transportation Development District (TDD) was established in November 2006 by City Ordinance No. 6590. It imposes a 0.5% sales tax within the established District North of McCall Road as shown on the next page. Revenue bonds in the amount of \$505,000 were issued in 2009 and are supported by the 0.5% sales tax. These bonds financed street, sanitary sewer, and water infrastructure improvements within the District.

North Redevelopment Transportation Development District (TDD)

The North Redevelopment Transportation Development District (TDD) was established in May 2006 by City Ordinance No. 6542 and was amended three times with the final boundaries of the District set by Ordinance No. 6833. The TDD imposes a 0.5% sales tax within the established District generally bounded by Bluemont Street on the North, Tuttle Creek Boulevard on the East, Leavenworth Street on the South, and 4th Street on the West as shown on the next page. Revenue bonds in the amount of \$5,610,000 were issued in 2010 and are supported by the 0.5% sales tax. These bonds financed street, sanitary sewer, and water infrastructure improvements within the District.

South Redevelopment Transportation Development District (TDD)

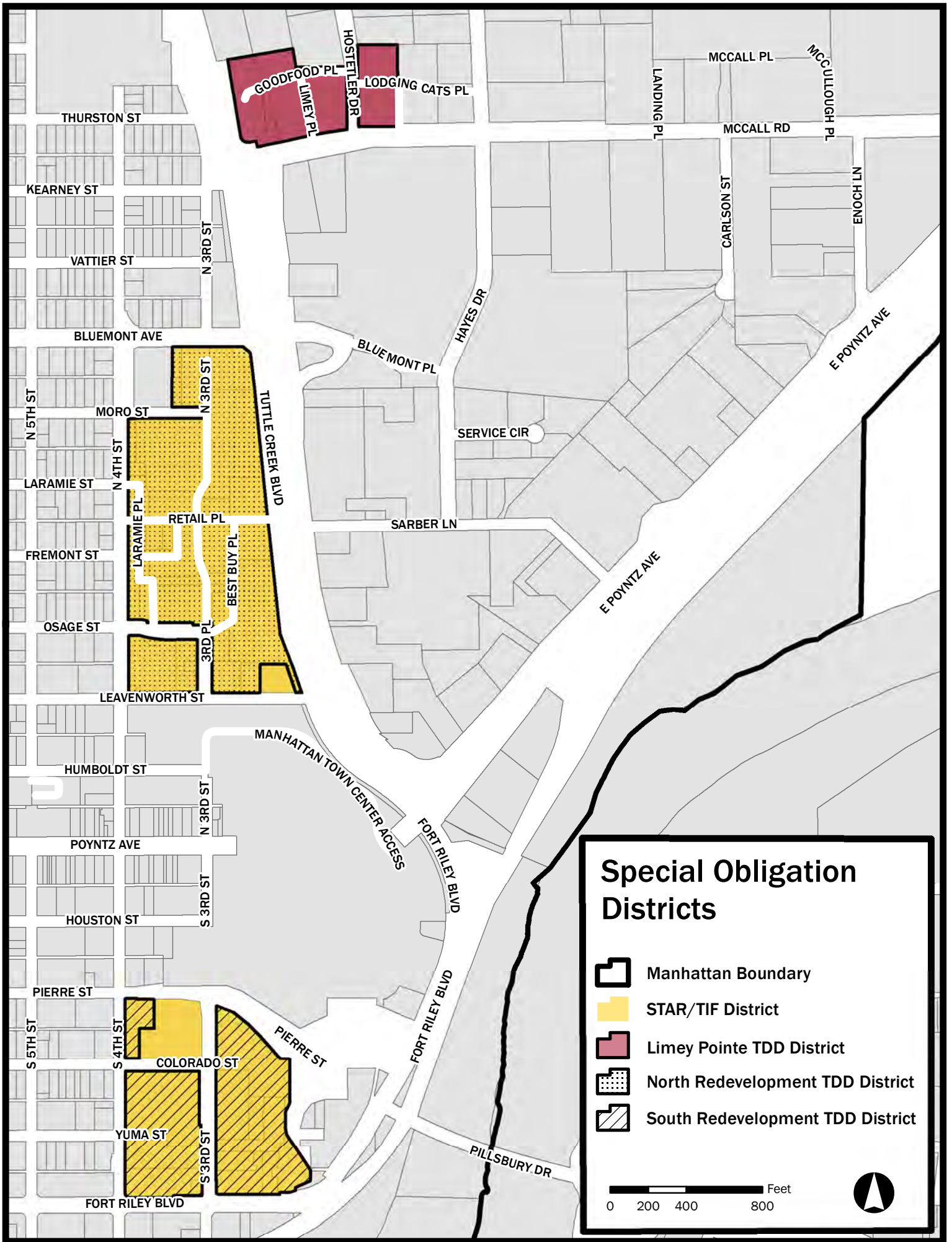
The South Redevelopment Transportation Development District (TDD) was established in June 2011 by City Ordinance No. 6902. The TDD imposes a 0.5% sales tax within the established District generally bounded by Pierre Street on the North, Tuttle Creek Boulevard on the East and South, and 4th Street on the West as shown on the next page. Revenue bonds supported by the 0.5% tax will be issued in the future to finance infrastructure improvements within the District.

Tax Increment Financing (TIF)/Sales Tax and Revenue (STAR) District

The Tax Increment Financing District (TIF) was established in November 2005 by City Ordinance No. 6512. The TIF District is comprised of the North and South Redevelopment areas as shown on the next page. Incremental property tax revenues and sales tax revenues generated within this District support the debt service of the 2009 TIF and STAR Bond issues. Both the STAR and TIF Bonds were issued under the provisions of a moral obligation which require the City to annually budget the scheduled principal and interest payments within the Bond and Interest Fund each year. Accordingly, the dedicated property and sales tax revenue is also budgeted within the Bond and Interest Fund.

TIF Bonds were issued in the amount of \$21,220,000 to finance costs related to the land acquisition, site preparation, and public park space within the North Redevelopment District.

In 2006, the Kansas Secretary of Commerce approved the issuance of up to \$50,000,000 in STAR Bonds for the city's Downtown Redevelopment Project which centered on the construction of the Flint Hills Discovery Center. The State authorized the use of state sales tax generated within the North and South Redevelopment areas to support the debt service on the bonds. In December 2009, STAR Bonds in the amount of \$50,000,000 were issued to finance costs of the Flint Hills Discovery Center building as well as land acquisition, site preparation, and infrastructure improvements within the South Redevelopment Area.



City of Manhattan Debt Policy

The City of Manhattan has a Long Term Obligation (LTO) Policy. It is the objective of this policy that (1) the City obtain debt financing only when necessary, (2) the process for identifying the timing and amount of debt financing be as efficient as possible and (3) the most favorable interest rate and other related costs be obtained.

The decision on whether or not to assume new general obligation bonds is, in part, based on (a) costs and benefits, (b) the current conditions of the municipal bond market, and (c) the City's ability to assume new general obligation bonds as determined by several key benchmarks. One benchmark that is consistently monitored is the City's debt service limit. The debt service limit is the maximum borrowing power of a government entity, as set by the state's legislative authority. In municipal securities, an issuer's debt limit is normally stated as a percentage of assessed valuation (30% for the State of Kansas). Water, sewer, and stormwater G.O. Bonds, Temporary Notes, and Revenue Bonds are not subject to the state debt limit. Cities and counties can issue general obligation bonds without a vote of the electors, unless a timely protest petition is filed, up to the maximum debt limit. The following is a calculation of the debt authority remaining at the end of the 2013 fiscal year.

Actual Debt Limit Calculations as of 12/31/13

City Valuation	\$485,139,380
Motor Vehicle Valuation—1/1/13	38,070,617
Debt Limit Ratio	30%
State Imposed Debt Limit	\$156,962,999
G.O. Debt/Temp. Notes Subject to Debt Limit	97,113,338
DEBT AUTHORITY REMAINING	\$59,849,661

Structure and Term of Long-term obligation financing

City LTOs will be structured to achieve the lowest possible net interest cost to the City given market conditions, the urgency of the capital project, and the nature and type of any security provided. Moreover, to the extent possible, the City will design the repayment of its overall LTO issues so as to rapidly recapture its credit capacity for future use.

Capital Leases

The use of lease/purchase agreements in the acquisition of vehicles, equipment and other capital assets shall be considered carefully relative to any other financing option or a "pay-as-you-go" basis. Although lifetime cost of a lease may be higher than other financing options or if the asset were purchased outright, this will not preclude lease/purchase agreements from being considered by the City as a funding option for certain capital projects. Lease purchase payments are not budgeted within the Bond and Interest Fund but rather are paid from the respective departments for which the asset is related to. The following reflects the City's current lease purchase obligations as of December 31, 2013.

Actual Lease Purchase Obligations as of December 31, 2013

Fire Truck	\$299,522
Passenger Bus	8,629
Patch Machine	16,882
Dump Truck	22,480
Facilities Conservation Improvement Program	773,217
Dump Truck	23,434
Street Sweeper	56,141
Rubber Tire Loader	48,445
Aerial Lift Truck	56,300
Narrow Banding Project	267,844
Total Actual Lease Purchase Obligations	\$1,572,894

Special Assessment Bonds

The City shall maintain a watchful attitude over the issuance of special assessment bonds for benefit district improvements. While the City's share of any benefit district project may fluctuate, under Kansas law, the City will not pay more than 95% of any proposed costs related to a benefit district. Further, it will be the responsibility of City Administration to analyze each special assessment bond issue for indications that future property taxes will equal or exceed the annual principal and interest payments on the annual amortization of such bonds.

The following page compares the outstanding special assessment debt to the outstanding city-at-large debt as of December 31, 2013. Special Assessment debt comprises 55.8% of the total General Obligation debt outstanding.

General Obligation Bonds

The City shall use an objective analytical approach to determine whether it can afford to assume new general obligation bonds beyond what it retires each year. The City shall not assume more tax-supported general obligation bond debt (excluding special assessment bonds) than it retires each year without conducting an objective analysis as to the community's ability to assume and support additional general obligation bond service payments.

As one benchmark, the City shall strive to repay at least 20% of the principal amount of its general obligation bonds, excluding special assessment bonds, within five years and at least 40% within ten years. Based on the combined outstanding debt as of December 31, 2013, the City will retire 51% of its general obligation bonds, excluding special assessment bonds, within five years and 93% within ten years.

Bond Ratings

The City of Manhattan has received favorable ratings over the past several years because of the City's stable outlook, its satisfactory financial operations, and adequate reserve levels.

	Moody's	Fitch	S&P
2010	Aa3	AA	AA
2011	Aa2	AA+	AA
2012	Aa2	AA+	AA
2013	Aa2	AA+	AA

**Percentage of Special Assessment Debt
To Estimated Total G.O. Debt
As of December 31, 2013**

<u>General Obligation Bond Issue</u>	<u>Outstanding Special Assessment Debt As of 12/31/13</u>	<u>Outstanding City-at-Large Debt As of 12/31/13</u>	<u>Total Current Outstanding Principal As of 12/31/13</u>
Nov., 1995 (198)	\$ 65,000	\$ -	\$ 65,000
May, 1999 (209)	-	225,000	225,000
Nov., 1999 (210)	130,000	-	130,000
Nov., 2000 (213)	-	160,000	160,000
Aug., 2003 (2003C-Refunding)	595,000	-	595,000
May, 2004 (2004A)	55,000	-	55,000
Nov., 2004 (2004B)	45,000	-	45,000
May, 2005 (2005A)	1,185,000	-	1,185,000
Nov., 2005 (2005B)	690,000	-	690,000
Nov., 2005 (2005C-Refunding)	1,087,787	1,927,213	3,015,000
May, 2006 (2006A)	1,140,000	-	1,140,000
Nov., 2006 (2006B)	1,138,971	126,029	1,265,000
May, 2007 (2007A)	5,360,000	-	5,360,000
May, 2007 (2007B)	-	2,605,000	2,605,000
Nov., 2007 (2007C)	2,530,000	-	2,530,000
May, 2008 (2008A)	11,180,000	875,000	12,055,000
May, 2008 (2008B-Refunding)	1,151,248	543,752	1,695,000
Nov., 2008 (2008C)	620,000	605,000	1,225,000
May, 2009 (2009A)	2,935,000	220,000	3,155,000
May, 2009 (2009B-Refunding)	1,005,213	129,787	1,135,000
Nov., 2009 (2009C)	4,410,000	3,590,000	8,000,000
Nov, 2009 (2009D-Refunding)	6,645,000	-	6,645,000
May, 2010 (2010A)	2,850,000	2,485,000	5,335,000
Nov., 2010 (2010B)	-	7,685,000	7,685,000
Nov., 2011 (2011A)	2,040,000	6,705,000	8,745,000
Nov., 2011 (2011B-Refunding)	2,385,000	-	2,385,000
May, 2012 (2012A)	985,000	415,000	1,400,000
Nov., 2012 (2012B)	765,000	11,110,000	11,875,000
Nov., 2012 (2012C-Refunding)	4,895,000	-	4,895,000
Nov., 2013 (2013A)	915,000	5,675,000	6,590,000
TOTALS	\$ 56,803,219	\$ 45,081,781	\$ 101,885,000
Percentage of Special Assessment Debt	55.8%		
Total G.O. Debt Paid Off in 2013			\$ 9,925,000
Total G.O. Debt Issued in 2013			\$ 6,590,000
Increase of G.O. Debt in 2013			\$ (3,335,000)

Source: City of Manhattan Finance Department

City of Manhattan
Combined Outstanding General Obligation Debt Service Schedule
Estimated as of December 31, 2013

Date	Principal	Interest	Total	Annual
05/01/14		1,718,667	1,718,667	
11/01/14	9,900,000	1,729,354	11,629,354	13,348,021
05/01/15	-	1,564,129	1,564,129	
11/01/15	9,935,000	1,564,129	11,499,129	13,063,259
05/01/16	-	1,424,361	1,424,361	
11/01/16	10,120,000	1,424,361	11,544,361	12,968,723
05/01/17	-	1,193,327	1,193,327	
11/01/17	9,985,000	1,193,327	11,178,327	12,371,654
05/01/18	-	1,036,169	1,036,169	
11/01/18	9,555,000	1,036,169	10,591,169	11,627,339
05/01/19	-	757,826	757,826	
11/01/19	9,470,000	757,826	10,227,826	10,985,651
05/01/20	-	754,774	754,774	
11/01/20	8,570,000	754,774	9,324,774	10,079,549
05/01/21	-	612,162	612,162	
11/01/21	6,270,000	612,162	6,882,162	7,494,324
05/01/22	-	508,288	508,288	
11/01/22	5,010,000	508,288	5,518,288	6,026,575
05/01/23	-	423,601	423,601	
11/01/23	4,480,000	423,601	4,903,601	5,327,201
05/01/24	-	346,583	346,583	
11/01/24	3,540,000	346,583	3,886,583	4,233,165
05/01/25	-	283,839	283,839	
11/01/25	3,795,000	283,839	4,078,839	4,362,679
05/01/26	-	214,963	214,963	
11/01/26	3,380,000	214,963	3,594,963	3,809,925
05/01/27	-	153,994	153,994	
11/01/27	3,400,000	153,994	3,553,994	3,707,989
05/01/28	-	88,693	88,693	
11/01/28	2,310,000	88,693	2,398,693	2,487,385
05/01/29	-	41,173	41,173	
11/01/29	1,095,000	41,173	1,136,173	1,177,345
05/01/30	-	19,739	19,739	
11/01/30	520,000	19,739	539,739	559,479
05/01/31	-	10,071	10,071	
11/01/31	315,000	10,071	325,071	335,143
05/01/32	-	4,404	4,404	
11/01/32	175,000	4,404	179,404	183,808
05/01/33	-	1,320	1,320	
11/01/33	60,000	1,320	61,320	62,640
Totals	\$101,885,000	22,326,852	\$124,211,852	

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