The Complete Roadway

- Sidewalks
- Bike lanes
- Bioswales
- Permeable gutter pavement
- Bus lanes
- MTA subway
- Utilities in current condition (telecomm, coaxial cable, fiber optic wire, electric, steam, gas, water, sewer)
Follow the Money: Sources of Funding for Elements of the City Roadway

Tax-exempt and taxable bond proceeds to reimburse general fund for cash expenditures

• New York City General Obligation (GO) Bonds—Real property tax revenues from property owners

• New York City Transitional Finance Authority (TFA) Future Tax Secured Bonds—Personal income tax and sales tax from workers and purchasers

• New York City Water Municipal Water Finance Authority (Water Authority) bonds—Water and sewer utility payments from rate payers

• Metropolitan Transit Agency (MTA) Bonds and New York City Transit Authority Bonds—Riders, State of New York residents and corporations paying income taxes
  • New York City’s capital contribution to MTA

Private sector third-party finance

• Con Ed rate payers
• Verizon rate payers
• National Grid rate payers
• Time Warner rate payers
• Cemusa franchise for street furniture

Federal grant program funds

State subsidies and grant program funds

Cash from General Fund for project items deemed not “capital eligible” to be reimbursed with bond proceeds
### Six Key Delivery Methods

<table>
<thead>
<tr>
<th>Segmented Project Delivery Method</th>
<th>Direct Public Project Financing</th>
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<tbody>
<tr>
<td><strong>IV</strong></td>
<td><strong>I</strong></td>
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<tr>
<td>Design-Build Recently authorized for certain transportation infrastructure but not available for majority of New York public owners including New York City</td>
<td>Design-Build-Operate-Maintain (Alt. 1-all public funding) Not authorized as integrated methodology in New York State</td>
</tr>
<tr>
<td>Operate + Maintain Typically authorized in annual expense budget in New York City (AIMS)</td>
<td>Design-Build-Operate-Maintain (Alt. 2-mixed public and private funding) Not authorized as integrated methodology in New York State</td>
</tr>
<tr>
<td>Design-Bid-Build The authorized default methodology for vast majority of New York public owners including New York City. (And Construction Management at Risk) Not authorized in New York State.</td>
<td>Design-Build-Finance-Operate-Maintain (a.k.a. the P3) Recently authorized for certain transportation infrastructure but unavailable for majority of New York public owners including New York City (but not unlike franchise finance which is available to public owners)</td>
</tr>
</tbody>
</table>

General Vehicular Traffic

GO Bonds
TFA Bonds
Federal and State roadway
grant funds and subsidies
Bioswales

GO Bonds
TFA Bonds
Water Authority Bonds
Permeable Gutter Pavement

GO Bonds
TFA Bonds
Water Authority Bonds
Sidewalks

Adjacent Property Owners (mostly)

Private sector third-party finance (e.g., Cemusa franchise for street furniture)

New sidewalks as part of overall road reconstruction and emergency repairs
  GO Bonds
  TFA Bonds
Bus Lanes

As part of the General Vehicular Roadway:

GO Bonds
TFA Bonds
Federal and State roadway grant funds and subsidies
Bike Lanes

As part of the General Vehicular Roadway:

GO Bonds
TFA Bonds
Federal and State roadway grant funds and subsidies
Utilities in Current Condition

Private sector finance
- Telecomm: *Telephony Lines*, *Co-Axial Cable*, *Fiber Optic Wire*
- Electric
- Steam
- Gas

Public finance (GO Bonds, TFA Bonds and Water Authority Bonds)
- Federal and State roadway grant funds and subsidies
  - Water mains
  - Sewer mains
MTA Subway

Metropolitan Transit Agency (MTA) Bonds

New York City capital contribution

Federal and State mass transit grant funds and subsidies