



The Authority is charged with and committed to maintaining & operating the highway, implementing a capital improvement program to deliver high levels of safety & service and improving the travelers' experience.

## Investments Necessary to Preserve the Highway & Bridges

The Authority has maintenance responsibility for **807 bridges and 2,430 lane miles** of pavement.

One of the goals of the current Capital Program is to retain "good" highway and bridge condition ratings. Without the planned \$2.1 billion of capital spending on highway and bridge projects contained in the Program, bridge and highway condition ratings would drop. In contrast, by pursuing the Program as currently planned, an overwhelming percentage of bridge and highway

ratings will remain in the good category – preserving high levels of safety and service for customers. Despite these favorable ratings by 2011, at the end of the current Program, the Authority will have **reconstructed less than 17 percent of pavement and less than 19 percent of the bridges** on the 55-year-old-system. It is important to note that **638 of the Thruway's 807 bridges and 500 of the 570 miles of roadway** are currently more than **50 years old** and major capital investments are required to maintain current levels of safety and service. ▪

## Impact of the Proposed Toll Adjustment

### A Penny Per Mile

The **cash** rate for passenger vehicles under the proposed plan would **increase by 0.43 cents per mile** (from 4.27 to 4.70 cents per mile) and the **E-ZPass** rate would **increase 1 cent per mile** (from 3.49 to 4.47 cents per mile).

Inflation, as measured by the Consumer Price Index, has increased by approximately 73% between 1988 to 2008. While the Authority has taken on additional responsibilities since 1988, the increase in tolls on the Thruway remains **lower than the rate of inflation**. ▪

	CASH	E-ZPASS	ANNUAL PERMIT <i>(Based on trip length of 30 miles or less)</i>
CURRENT RATE	4.27 cents per mile	3.49 cents per mile	20 cents per trip*
PROPOSED FOR 2010	4.70 cents per mile	4.47 cents per mile	22 cents per trip*
CHANGE	1/2 a penny per mile	one penny per mile	2 cents per trip*
			* assumes 200 round trips annually

## Protecting the Most Frequent Users

The E-ZPass **Annual Permit Plan** is \$80 (unchanged since 1988), and the first 30 miles of each trip falls within the parameters of the plan; proposed to increase from \$80 to \$84 in 2009, and to \$88 in 2010.

A commuter making 200 round trips annually pays 20 cents per trip if 30 miles or less (\$80 fee/400 trips).

If implemented under the current proposal, the same trip would be 22 cents when fully phased-in, **an increase of 2 cents per trip** (\$88 fee/400 trips).

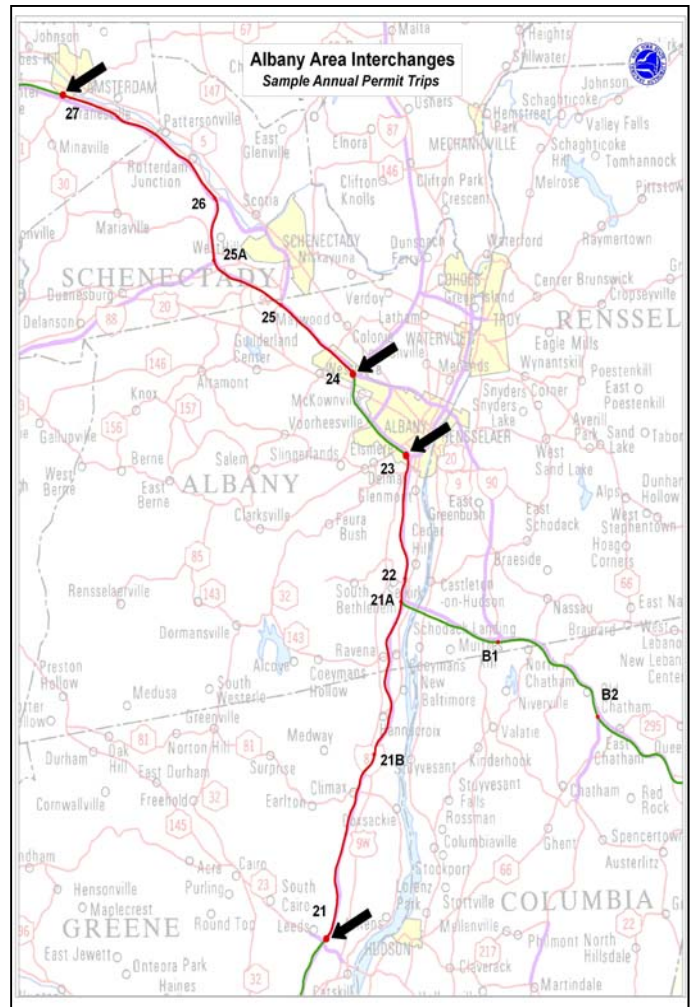
Anyone commuting from as far south as Catskill and as far west as Amsterdam can travel to Albany and be within 30 miles (*see map*).

The Annual Permit Plan allows a customer to travel south from Interchange 23 (Downtown Albany) to Interchange 21 (Catskill), approximately 28 miles, for no additional charge.

The Annual Permit Plan allows a customer to travel west from Interchange 24 (Albany, I-90/I-87) to Interchange 27 (Amsterdam), approximately 25 miles, for no additional charge.

Visit the Authority's Toll & Distance Calculator and Annual Permit Comparison information online at [www.nysthruway.gov/tolls/calc/](http://www.nysthruway.gov/tolls/calc/).

To sign up for the Annual Permit Plan, or any E-ZPass Commuter Plan, new customers can visit [www.e-zpassny.com](http://www.e-zpassny.com). To change plans, current customers can call the E-ZPass Customer Service Center at 1-800-333-TOLL (8655).



## Commercial Volume Discount Program

The Authority is committed to continuing to work with the public to finalize a plan that would strike a balance between the financial needs of the Authority, the traveling public and the State's economic well being.

In addition to offering commuter plans for frequent customers traveling in passenger vehicles, the Authority offers a Volume Discount Program to its commercial charge account customers as well.

In 2007, **commercial** vehicles participating in the **Volume Discount Program** saved a total of more than **\$21 million**.

A commercial charge account customer qualifies

for a volume discount when their cumulative toll charges total more than \$1,000 per month. The discount applies to the monthly toll billing as follows:

TOTAL MONTHLY CHARGES	DISCOUNTS
\$1,001 to \$2,000	10 percent discount
\$2,001 to \$3,000	15 percent discount
More than \$3,000	20 percent discount

## \$1+ Billion in State Mandated Responsibilities...and Growing

Since the early 1990s, the Authority has assumed responsibility for operating and maintaining I-84\* and I-287, operating, maintaining and capital responsibility for the New York State Canal System and the funding of numerous other non-Thruway related projects (such as the Syracuse and Buffalo Inner Harbors). **These mandated projects have cost the Authority more than \$1 billion in toll revenue since 1990**, revenue that would otherwise have been spent on the System's highways and bridges, thereby reducing the Authority's reliance on debt to finance these capital projects.

**In 2008 and beyond, it is estimated that the Authority will have to spend at least \$85 million per year for these mandated projects**, predominately to support the Canal System. Without these mandated costs, the general toll increases being proposed for 2009 and 2010 would not be necessary. ▪

\*Maintained by the Authority, under contract with the NYS Department of Transportation

### Mandated Non-Thruway Expenditures

(In Millions)

Cross Westchester Expressway I-287	\$100.7
Canal System	\$700.4
Interstate 84	\$164.1
Syracuse Inner Harbor	\$ 22.6
Buffalo Inner Harbor	\$ 11.7
Tonawanda Harbor and Trail	\$ 3.3
Syracuse Inter-Modal Center	\$ 4.7
Tappan Zee Ferry	\$ 0.2
Stewart Airport Access Project	\$ 14.4
Interchange 26 Bridge	\$ 2.8
Interchange 32 Tandem Lot	\$ 1.7
<u>Local Bridges</u>	<u>\$ 5.6</u>
<b>Total</b>	<b>\$1,032.2</b>

(In Millions)

### The Public Process

In addition to speaking and providing written testimony at the public hearings, comments may also be submitted in writing to the Department of Public Affairs, New York State Thruway Authority, 200 Southern Boulevard, Albany, NY, 12209, or via email at

**[Public.Comment@thruway.state.ny.us](mailto:Public.Comment@thruway.state.ny.us)**.

Comments must be *received* by the Authority no later than April 10, 2008.

More information is available on the Authority's website at **[www.nysthruway.gov](http://www.nysthruway.gov)** under "**News & Updates.**"

The Authority plans to seek Board approval for any toll adjustment this Spring ▪

### Cost Containment Measures

Operating under Board-imposed cost containment measures, the Authority has already:

- eliminated more than 450 positions since 1995 (plans to eliminate **at least** 50 more positions by end of 2012);
- limited its overall operating expense budget growth to 3.2 percent annually (2008 - 2012); and
- cut more than \$300 million in projects from the \$2.1 billion highway and bridge Capital Program due to inflationary costs.

The Authority will continue to evaluate its operating costs; however, it must continue to rely upon Thruway tolls to **preserve the safety of its roads and bridges and maintain the Canal System.** ▪

## 2008-2011 ALBANY DIVISION CAPITAL PROGRAM PROJECTS

### *Thruway and Canal Projects*

Let Year	Project Description	Est. Construction Cost
2008	New Paltz (Exit 18) to north of Kingston: Safety Upgrades	\$ 7,500,000
	Berkshire and Kingston Maintenance Sections: Replace Salt Sheds	\$ 1,000,000
	Albany Division: Pavement Striping in 2009	\$ 700,000
	Saugerties (Exit 20) to South of Catskill (Exit 21): Pavement Resurfacing	\$ 6,000,000
	Amsterdam Maintenance, Buildings at Milepost 187 and Building at Interchange 26: Repair Salt Sheds and Replace Roofs	\$ 600,000
	East of Amsterdam (Exit 27) to East of Fultonville (Exit 28): Safety Upgrades	\$ 3,000,000
	Fultonville (Exit 28) Bridge over Thruway: Replacement	\$ 4,500,000
	Post Road (Exit B1) Bridges over Berkshire Thruway: Replacement	\$ 8,600,000
	Tribes Hill: Movable Dam 8 at Lock E-12: Painting, Montgomery County	\$ 3,200,000
	Fort Plain: Movable Dam 11 at Lock E-15: Painting, Montgomery County	\$ 2,800,000
	Canajoharie: Lock E-14 - Railroad Crossing Signal Lights, Montgomery County	\$ 500,000
	Fort Edward to Fort Ann: Clearing and Grubbing, Canalway Trail, Washington County	\$ 400,000
	Schenectady: Canalway Trail, Schenectady County	\$ 1,300,000
	Crescent: Lock E-6: Rehabilitation, Saratoga County	\$13,500,000
	2009	Albany Division: On-Demand Bridge Repairs 2009-2010
Albany Division: Pavement Striping in 2010		\$ 800,000
Overhead Bridge Deck Overlays – 10 Bridges, Albany Division		\$ 500,000
Ulster, Guilderland, Pattersonville and Mohawk Service Areas – Flat Roof Replacements		\$ 800,000
Ulster Service Area, Pitched Roof Replacement		\$ 300,000
Albany Division: ITS Project		\$ 3,000,000
Coxsackie and Selkirk Exits: 1 New Dedicated E-ZPass Lane at Each Exit		\$ 1,000,000
Albany Division Bridge Painting: Six Bridges		\$ 3,600,000
I-787 (Exit 23) to Northway (Exit 24): Pavement Reconstruction with Congestion Relief		\$72,000,000
Castleton Bridge Deck Rehabilitation		\$ 5,000,000
Berkshire Thruway, Canaan Barrier to Massachusetts State Line: Pavement Resurfacing	\$ 8,000,000	
2010	Albany Division: Pavement Striping in 2011	\$ 800,000
	Kingston (Exit 19) to Saugerties (Exit 20): Pavement Resurfacing	\$ 5,000,000
	South of Saugerties (Exit 20) Northbound: Drainage Improvements	\$ 1,500,000
	South of Catskill (Exit 21): Rock Removal	\$ 3,500,000
	East of Fultonville (Exit 28) to West of Canajoharie (Exit 29): Pavement Resurfacing and Safety Upgrades	\$12,000,000
	Route 295 Bridge over Berkshire Thruway: Replacement	\$ 4,700,000
	Scotia: Lock E-8: Breast Wall & Floor Rehabilitation, Schenectady County	\$ 4,700,000
	Scotia: Movable Dam 4 Rehabilitation, Schenectady County	\$21,000,000
	Scotia: Miter Gate Fabrication, Schenectady County	\$ 2,100,000
	Yosts: Movable Dam 9 at Lock E-13: Rehabilitation, Montgomery County	\$15,000,000
Amsterdam: Mohawk River/Erie Canal Pedestrian Bridge – New Construction, Montgomery County	\$13,000,000	
Fort Edward to Fort Ann: Canalway Trail, Washington County	\$ 4,100,000	
2011	Albany Division: On-Demand Bridge Repairs 2011-2012	\$ 500,000
	Sawkill Road (County Route 42) Bridge over Thruway: Replacement	\$ 3,000,000
	South of Coxsackie (Exit 21B) to I-787 (Exit 23): Pavement Resurfacing	\$12,000,000
	Albany Maintenance Section: Replace Salt Shed	\$ 500,000
	Albany State Police Zone Headquarters: Construct New Building	\$ 4,500,000
	Northway (Exit 24) to Schenectady (Exit 25): Pavement Reconstruction	\$68,000,000
	Old State Road Bridge over Thruway: Replacement	\$ 3,500,000
	Amsterdam (Exit 27) Bridge over Thruway: Replacement with Ramp Realignment	\$ 8,000,000
	Berkshire Thruway, Exit 21A to Exit B1: Pavement Repairs	\$ 2,500,000
	Berkshire Thruway, I-90 (Exit B1): Toll Plaza Pavement Rehabilitation	\$ 3,300,000
	Berkshire Thruway, West of Taconic Parkway (Exit B2): Rock Removal	\$ 8,000,000
	Taconic Parkway (Exit B2) Bridge over Berkshire Thruway: Replacement	\$ 2,400,000
Albany Division: Division-wide Tree Removal and Ditch Rehabilitation	\$ 600,000	