

**New York State
Thruway Authority**



2010 BUDGET

**New York State
Canal Corporation**

NEW YORK STATE THRUWAY AUTHORITY

NEW YORK STATE CANAL CORPORATION

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2010 BUDGET

**ADOPTED AT:
THRUWAY AUTHORITY BOARD MEETING NUMBER 677
RESOLUTION NUMBER 5784
CANAL CORPORATION BOARD MEETING NUMBER CC-164
RESOLUTION NUMBER 488**

**NEW YORK STATE THRUWAY AUTHORITY
200 Southern Boulevard
Albany, New York 12209**

November 18, 2009

To: Honorable Carl Kruger, Chairman, Senate Finance Committee
Honorable John A. DeFrancisco, Ranking Minority Member, Senate Finance Committee
Honorable Herman D. Farrell, Jr., Chairman, Assembly Ways and Means Committee
Honorable James P. Hayes, Ranking Minority Member, Assembly Ways and Means Committee

Gentlemen:

In compliance with the provisions of the Public Authorities Law and on behalf of the Boards of the New York State Thruway Authority (Authority) and the New York State Canal Corporation (Corporation), I am submitting a summary of the Authority's and Corporation's Budgets for the fiscal year beginning January 1, 2010.

The overall 2010 Budget represents a total financial commitment of \$1,118.7 million. The 2010 Budget is one that is balanced; provides the necessary resources to maintain the current levels of maintenance, safety and service; and maximizes funding for critical infrastructure rehabilitation projects in the Authority's multi-year Capital Plan.

In preparing the Budget, the main focus was on fulfilling the mission of the Authority/Corporation and its critical impact on the

State's economy by providing for high levels of safety and service.

The combined operating budgets of the Thruway, Canals and I-84 for 2010 total \$439.9 million. The 2010 Budget reflects reductions in discretionary spending accounts, as well as the elimination of 28 additional full-time staff positions. The Authority has eliminated 544 permanent positions since 1995.

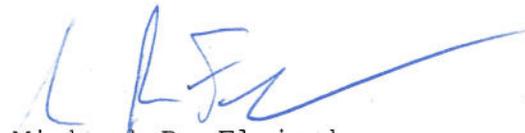
The \$485.9 million Capital Program provides for the critical infrastructure needs of New York's "Main Street" and the Canal System. Significant capital projects funded in 2010 include: initiation of additional deck replacement and other repairs on the Tappan Zee Bridge, continued deck replacement and other structural work on certain Grand Island Bridges, the completion of the Woodbury Toll Plaza Reconstruction and Highway Speed E-ZPass

project, pavement reconstruction from Exit 57 (Hamburg) to 57A (Angola) and the continued reconstruction of the Thruway between MP 289 and 304 in the Syracuse Division. The Capital Program will be financed through a combination of Thruway revenues, bond proceeds and Federal and State/local shares.

In 2010, the Authority will continue as a self-financing, independent public benefit corporation and will fulfill its mission to operate and maintain the Thruway, Canals, I-287 and I-84 in a fiscally sound and economical manner. The Thruway will continue as a critical link in the State's transportation infrastructure that is essential to the State's economy.

In accordance with Office of the State Comptroller (OSC) regulations, I certify that to the best of my knowledge and belief after reasonable inquiry, the Authority/Corporation 2010 Budget is based on reasonable assumptions and methods of estimation; and the requirements of the OSC regulations have been satisfied.

Respectfully yours,



Michael R. Fleischer
Executive Director

The New York State Thruway Authority

The New York State Thruway, a body corporate and politic constituting a public corporation, created in 1950, is empowered, among other things, to construct, operate and maintain a toll facility, and to improve and reconstruct the New York State Thruway subject to certain statutory limitations on the Authority's right to impose tolls on certain parts of the Thruway, including the Cross-Westchester Expressway. The Thruway is a 570-mile superhighway system crossing the State and the largest toll superhighway system in the United States. In addition to being the principal artery of travel and commerce within New York connecting the State's principal cities, the Thruway is a vital link to long distance interstate travel. In addition, the Thruway provides the major route of access for visitors to the State's tourism magnets, including Niagara Falls, the State canal system, the Finger Lakes, the Adirondacks, the Catskills and New York City.

The New York State Canal Corporation is a subsidiary of the New York State Thruway Authority. State legislation transferred responsibility and day-to-day operations for the 524-mile Canal System from the state Department of Transportation to the Thruway Authority in 1992. The Canal Corporation's goal is to transform the Canal System into a world class recreationway, with clustered development to foster recreation, tourism and economic development, while preserving the natural and historical environment of the System and its adjacent communities. The New York State Canal System forms an extensive transportation network providing intermodal linkages within and beyond the state's borders. The Canal System includes four Canals, canalized natural waterways, five lakes, numerous feeder reservoirs, and Canal terminals on Lake Champlain. The Canal System, which links the Hudson River with Lake Champlain, Lake Ontario, the Finger Lakes, the Niagara River and Lake Erie, passes through 25 counties and close to 200 villages, hamlets and towns.

Overview of the Authority's Budget Process

The Authority's budget process begins with the release of the Budget Call Letter sent from the Executive Director. The Budget Call Letter provides strategic direction and guidelines to staff on constructing the Thruway Authority's Budget. Following the issuance of the Budget Call Letter, the Thruway Authority's Budget Office, in the Authority's Department of Finance and Accounts, issues Budget Preparation Guidelines to all Department Heads and Division Directors which provide timelines, pricing assumptions and other guidance on inputting information into the Thruway Authority's Budget Reporting and Analysis Support System. Budget Staff, along with Departmental representatives, begin discussions on the budget with Division staff in February and March to offer staff in the field a high level of input into the budget process. These discussions and meetings allow Budget Staff and representatives from the field to exchange information that may have an impact on operational expenses, equipment purchases and project funding that are within the Authority's budget.

Preliminary budget submissions are due from the Departments and Divisions in April where they are reviewed, analyzed and compared to historical expenditure levels. Any outstanding questions or issues during the informal budget hearing process that cannot be addressed are submitted to Executive Staff for final review and decision at formal budget hearings held in May and June. In June, Capital Contracts Program funding needs are reviewed and discussed with Executive Staff and are submitted to the Budget Office. In

August/September, the entire, balanced, proposed budget is constructed and is submitted to the Board for their review and their comments and recommendations are incorporated into the final budget that is presented to the Board for final approval. Within 30 days prior to Board action, the proposed budget is made available to the general public on the Thruway Authority's website (www.nysthruway.gov) and at convenient locations across the state. Once formally approved by the Board, detailed budget books are prepared and distributed to New York State's Authority Budget office, State Legislature and Office of the State Comptroller.

Budget Assumptions

The Department of Finance and Accounts determines the principal budgetary, financial and economic assumptions underlying projections for non-toll revenues, concession revenues, interest earnings on Authority investments and other revenues. Toll revenue projections are provided by the Authority's independent traffic engineering consultant – Henningson, Durham & Richardson Architecture and Engineering, P.C. (HDR Decision Economics). The traffic engineering consultant is asked to use a conservative approach to project toll revenues. Their toll forecasts are based on average or anticipated toll revenue changes, an analysis of past, current and projected traffic and transaction trends, E-ZPass penetration rates, economic trends and indicator's and experiences of other toll roads and interstates.

On the operational side, the Department of Finance and Accounts also determines many underlying assumptions that impact operational expenses. Staffing levels are periodically reviewed and new positions require a cost benefit review and justification to support the new position(s) prior to approval and establishment. In addition, salary changes and employee benefits are projected based on labor contracts with Union's that represent the employees (Thruway: Teamster's & CSEA, Canal: CSEA & PEF and Management confidential employees). Contractual services and equipment purchases are typically put out for public bid and are used as the basis for forming many administrative and operations budgets. The Authority's own historical experiences, information gathered from other state agencies and public authority's and economic indicators provide guidance in forming estimates of future retirement, health insurance, worker's compensation, insurance and other administrative costs. Fuel and utility budgets are also reviewed and projected based on current market conditions and usage. Management also reviews current programs and services to determine if cost saving initiatives and reduction in program service or standards can be made, to reduce the overall budgets funding requirements.

Assessment of Budgetary Risks

The budgetary risks associated with constructing a budget approximately five months before the beginning of the fiscal year is determined by variables that could measurably impact revenues and expenses. On the revenue side, toll collections account for over 90 percent of Thruway revenues, so accuracy of toll revenue projections is critical. As such, the Authority's traffic engineer takes a very conservative posture when estimating toll revenues and tries to project the impact of fuel prices, the State and national economy, and commercial transportation tends to help project future traffic growth. Concession revenue estimates are based on projections from existing concessionaire agreements and sales at restaurant and gas stations are projected based on traffic forecasts and projected capital improvements that may require the

closure of certain concession facilities. The risks associated with toll revenue and concession revenue is principally focused on traffic and how it is impacted by weather patterns, fuel prices, general economic conditions and construction activity along the highway. Other revenues include a very large number of small revenue items that collectively make up a very small portion of Authority revenues. As a result, little budgetary risk is associated with this revenue category.

On the operational side, the risks associated with the operating budget generally include economic changes, such as changes in the cost of fuel and other inputs (such as utilities, steel, cement, asphalt), inclement weather, legislative mandates that may increase overall costs and policing costs.

It is important to note that revenues and expenditures are constantly monitored by the Department of Finance and Accounts and if any material and negative changes from the financial plan are encountered, the Executive Director and Chief Financial Officer will take immediate action to eliminate or reduce discretionary expenditures to maintain a balanced budget and healthy financial condition.

Significant Changes from Previous Plan

Significant changes have been made since the 2009 Budget was first approved by the Authority Board in November 2008. In July 2009, the Authority issued \$700 million of Bond Anticipation notes instead of long term debt. In addition, the Authority received updated toll revenue and traffic projections from the Traffic Engineer that reduced estimated traffic due to the impact of the slowdown in the economy. The updated traffic forecasts have reduced the current year and future projections of Toll revenue. In addition, interest rate earnings have also been reduced substantially, due to reduced funds available for investment as well as the unexpected magnitude of interest rate reductions. Finally, operating cost containment measures remain in effect and savings relative to lower fuel prices are being realized.

NEW YORK STATE THRUWAY AUTHORITY

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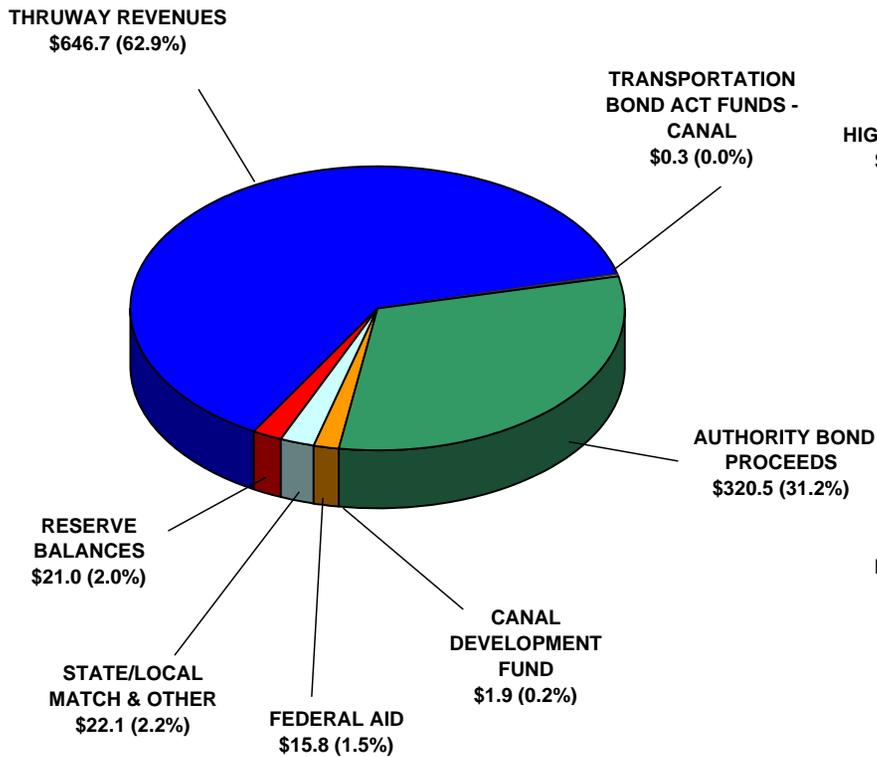
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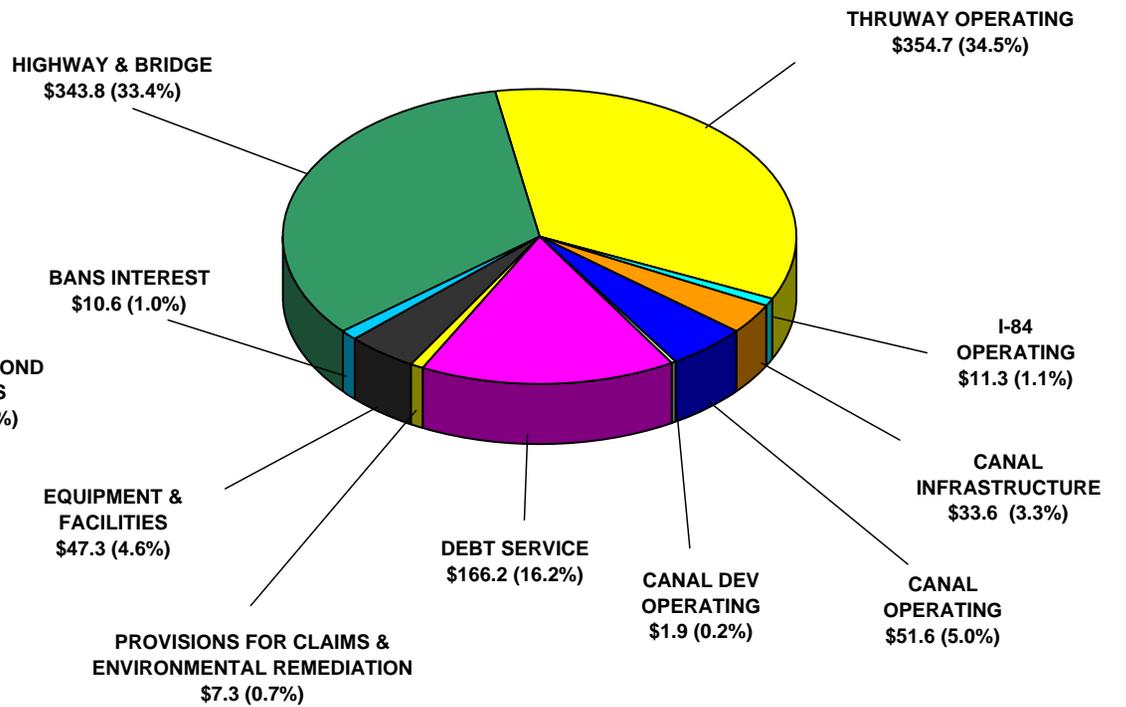
2009 REVISED BUDGET FUNDING SOURCES AND USES

Total \$1,028.3 Million

SOURCES



USES



**2009 REVISED BUDGET - Sources and Uses of Funds
New York State Thruway Authority**

Use of Funds		Source of Funds							
Category	Amount	2009 Thruway Revenues	Prior Year Reserve Balances	Bond Proceeds	Federal Funds	Other Funds	Canal State Bond Act	Canal Devel. Fund	Total
Operating Expenses	354,677,713	354,677,713							354,677,713
Provision for Claims	3,000,000	3,000,000							3,000,000
Provision for Env Rem	4,325,000	4,325,000							4,325,000
Debt Service	166,248,672	166,248,672							166,248,672
<u>Capital Program</u>									
Highways/Bridges	343,841,556	11,731,727		319,956,365	2,520,115	9,633,349			343,841,556
Architectural (Facilities)	8,862,775	7,617,676			1,245,099				8,862,775
Equipment/Facilities/ITS	38,401,300	17,458,526	15,000,000		4,750,435	1,192,339			38,401,300
Canal Capital	33,590,106	25,086,944	6,000,000	587,230	1,594,503		321,429		33,590,106
Mandated Projects (1)	27,236				27,236				27,236
Total Capital Program	424,722,973	61,894,873	21,000,000	320,543,595	10,137,388	10,825,688	321,429	0	424,722,973
<u>Other Authority Projects</u>									
Canal Operating	51,633,791	45,957,991			5,675,800				51,633,791
Canal Dev. - Operating	1,874,448							1,874,448	1,874,448
Interstate I-84 (2)	11,249,876					11,249,876			11,249,876
BANS	10,599,733	10,599,733							10,599,733
Grand Total	1,028,332,206	646,703,982	21,000,000	320,543,595	15,813,188	22,075,564	321,429	1,874,448	1,028,332,206

(1) Includes funds for Buffalo Inner Harbor.

(2) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

**Comparison of 2009 Budget to Revised Financial Plan
New York State Thruway Authority
(in millions)**

	<u>2009 Budget</u>	<u>Revised Financial Plan</u>	<u>Financial Impact</u>
REVENUES			
Toll Revenue	\$637.7	\$611.9	-\$25.8
Concessions	12.2	12.8	0.6
Interest	5.2	1.0	-4.2
Sundry	17.1	15.8	-1.3
	<u>672.2</u>	<u>641.5</u>	<u>-30.7</u>
Retain for Capital Program	0.0	5.2	5.2
EXPENSES (1)			
Departmental Operating Expenses	236.9	236.6	0.3
Undistributed Charges	113.4	115.2	-1.8
Projects & Equipment not Capitalized	3.5	2.9	0.6
Operating Expenses - TWY	<u>353.8</u>	<u>354.7</u>	<u>-0.9</u>
Debt Service	179.3	166.2	13.1
Other Authority Projects (net of Federal Aid)	48.3	46.0	2.3
General Reserve Provision - Canal Capital	26.5	25.1	1.4
General Reserve Provision - Subordinate Debt	<u>0.0</u>	<u>10.6</u>	<u>-10.6</u>
Subtotal	64.3	44.1	-20.2
Deposit to Reserve Maintenance Fund	56.0	36.8	19.2
Provision for Public Liab. Claims & Indem.	4.0	3.0	1.0
Provision for Environmental Remediation	4.3	4.3	0.0
	<u> </u>	<u> </u>	<u> </u>
Balance	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>

(1) The 2009 Revised Financial Plan includes an additional \$2.7 million for State Police raises and fringe benefits retroactive to April 1, 2007 based on the State negotiated contract settlement.

**2009 Revised Financial Plan
New York State Thruway Authority
(in millions)**

2009 Adopted Budget - Thruway Operating Expenses

\$353.8

Revised Financial Plan Adjustments:

Allocations	4.7	Decrease in personal service and fringe benefit allocations due to reduced personal service costs and fewer capital projects
State Police Salaries and Benefits	2.7	State police contract settlement retroactive payments
Special Contracts	1.0	Increase in E-ZPass administration costs
Snow and Ice Removal Costs	0.8	Greater inclement weather Jan 2009 and increase in salt prices
Automotive Repairs/Parts	0.8	Higher than projected expenditures due to aging fleet
Administrative Cost Recovery	0.7	Increased rate based on new calculation
Bridge Operating Contracts	0.5	Increase in bridge inspection costs
Traffic Control Safety Supplies	0.3	Increase for roll up signs for traffic control
Highway Operating Contracts	(0.5)	Lower than projected pavement marking costs
Projects not capitalized	(0.6)	Savings in various traffic studies
Pension Costs	(1.0)	Decrease in pension contribution rates
Salary Savings	(1.9)	Savings due to vacancies and elimination of positions
Health Insurance	(2.5)	Premium rates lower than originally projected
Fuel	(4.0)	Lower than projected fuel prices
Miscellaneous	(0.1)	Miscellaneous adjustments to various accounts

2009 Revised Thruway Operating Budget

\$354.7

2009 Adopted Budget - Other Authority Projects

(net of Federal Aid)

\$48.3

Revised Financial Plan Adjustments:

Projects not Capitalized	(1.4)	Utica Harbor remediation bid lower than projected & deferred trail projects
Canal Operating Contracts	(0.5)	Savings in inspection contracts
Fuel	(0.5)	Lower than projected fuel prices
Waterways	(0.4)	Lower than projected expenditures
Workers' Compensation	(0.3)	Premiums lower than originally projected
Health Insurance	(0.2)	Premium rates lower than originally projected
Salary Savings	(0.2)	Savings due to vacancies and elimination of positions
Automotive Repairs/Parts	0.4	Higher than projected expenditures due to aging fleet
Special Contracts	0.5	Funds to raise sunken dredge
Miscellaneous	0.3	Miscellaneous adjustments to various accounts

2009 Revised Other Authority Projects Operating Budget

(net of Federal Aid)

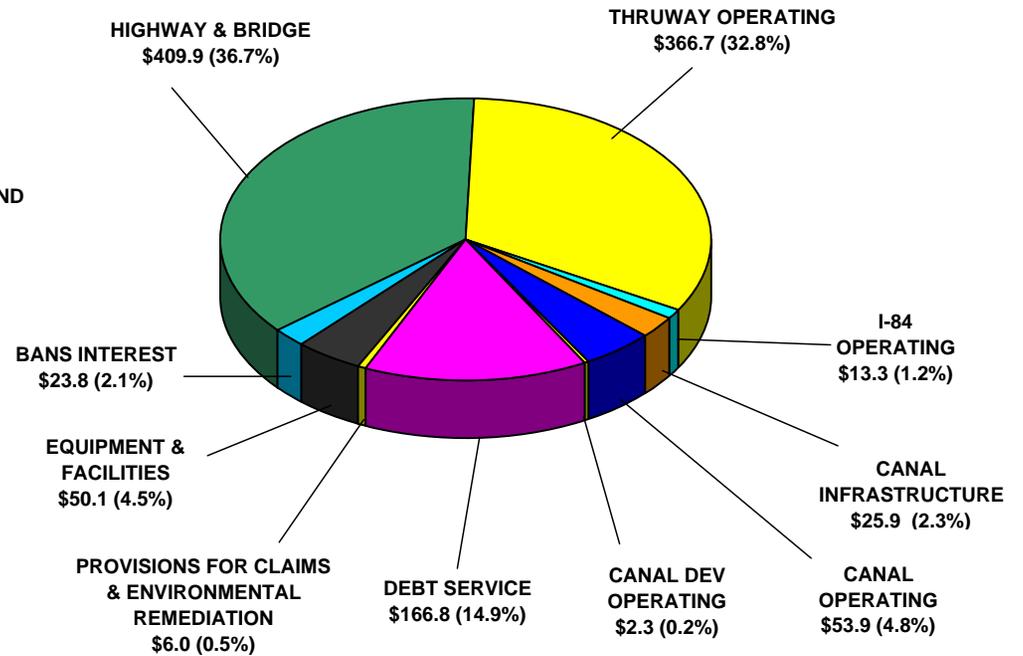
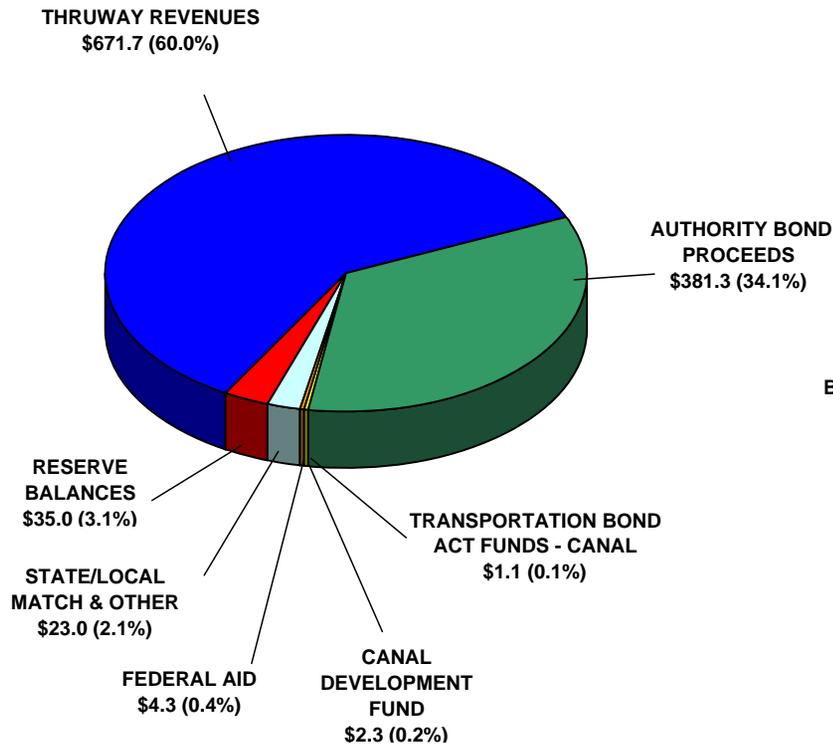
\$46.0

2010 PROPOSED BUDGET FUNDING SOURCES AND USES

Total \$1,118.7 Million

SOURCES

USES



Note: The 2009 Revised Budget was \$1,028.3 million.

**2010 PROPOSED BUDGET - Sources and Uses of Funds
New York State Thruway Authority**

Use of Funds		Source of Funds							
Category	Amount	2010 Thruway Revenues	Prior Year Reserve Balances	Bond Proceeds	Federal Funds	Other Funds	Canal State Bond Act	Canal Devel. Fund	Total
Operating Expenses	366,718,746	366,718,746							366,718,746
Provision for Claims	2,000,000	2,000,000							2,000,000
Provision for Env Rem	4,000,000	4,000,000							4,000,000
Debt Service	166,772,418	166,772,418							166,772,418
<u>Capital Program</u>									
Highways & Bridges	409,883,401	19,940,022		381,198,424		8,744,955			409,883,401
Architectural (Facilities)	10,795,315	10,127,866	667,449						10,795,315
Equipment/Facilities/ITS	39,254,808	0	34,332,551		3,993,257	929,000			39,254,808
Canal Capital	25,928,880	24,382,499		87,230	293,794		1,142,857	22,500	25,928,880
Total Capital Program	485,862,404	54,450,387	35,000,000	381,285,654	4,287,051	9,673,955	1,142,857	22,500	485,862,404
<u>Other Authority Projects</u>									
Canal Operating	53,866,049	53,866,049							53,866,049
Canal Dev. - Operating	2,353,943						2,353,943		2,353,943
Interstate I-84 (1)	13,275,880					13,275,880			13,275,880
BANS	23,849,400	23,849,400							23,849,400
Grand Total	1,118,698,840	671,657,000	35,000,000	381,285,654	4,287,051	22,949,835	1,142,857	2,376,443	1,118,698,840

(1) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

Flow of Funds
General Revenue Bond Resolution
For the Years 2008, 2009 and 2010
New York State Thruway Authority

	2008 Actual	2009 Budget	2009 Revised	2010 Proposed	Change from Revised	Percent Change
Revenues						
Tolls	\$562,712,580	\$637,654,000	\$611,885,000	\$640,427,000	\$28,542,000	4.66%
Concessions	12,536,656	12,200,000	12,850,000	13,180,000	330,000	2.57%
Interest	3,947,955	5,200,000	1,000,000	2,000,000	1,000,000	100.00%
Sundry	16,990,139	17,130,000	15,800,000	16,050,000	250,000	1.58%
Total	<u>596,187,330</u>	<u>672,184,000</u>	<u>641,535,000</u>	<u>671,657,000</u>	<u>30,122,000</u>	<u>4.70%</u>
CWE Debt Service		0	0	0	0	0.00%
Available Revenues	<u>596,187,330</u>	<u>672,184,000</u>	<u>641,535,000</u>	<u>671,657,000</u>	<u>30,122,000</u>	<u>4.70%</u>
Operating Expenses						
Departmental Operating Expenses	220,606,665	236,844,365	236,583,245	242,485,099	5,901,854	2.49%
Undistributed Charges	109,483,357	117,691,751	115,187,165	120,818,229	5,631,064	4.89%
Equipment under \$5,000	1,088,974	1,502,749	1,452,749	1,104,795	(347,954)	-23.95%
Projects not Capitalized	3,657,585	2,019,778	1,454,554	2,310,623	856,069	58.85%
Total	<u>334,836,581</u>	<u>358,058,643</u>	<u>354,677,713</u>	<u>366,718,746</u>	<u>12,041,033</u>	<u>3.39%</u>
Operating Reserves						
Reserve for Claims & Indem	2,467,776	4,000,000	3,000,000	2,000,000	(1,000,000)	-33.33%
Reserve for Envir. Remediation	0	0	4,325,000	4,000,000	(325,000)	-7.51%
Total	<u>2,467,776</u>	<u>4,000,000</u>	<u>7,325,000</u>	<u>6,000,000</u>	<u>(1,325,000)</u>	<u>-18.09%</u>
Total Operating Expenses And Operating Reserves	<u>337,304,357</u>	<u>362,058,643</u>	<u>362,002,713</u>	<u>372,718,746</u>	<u>10,716,033</u>	<u>2.96%</u>
Adj. To Net Revenues	237,637					
Debt Service						
General Revenue Bonds	163,527,138	179,289,993	166,248,672	166,772,418	523,746	0.32%
Retained for Capital Program	4,831,017		5,168,983		(5,168,983)	0.00%
Net Revenue	<u>100,424,489</u>	<u>130,835,364</u>	<u>118,452,598</u>	<u>132,165,836</u>	<u>13,713,238</u>	<u>11.58%</u>
Reserve Maint. Provisions						
Equipment and Facilities	23,747,154	38,090,358	25,076,202	10,127,866	(14,948,336)	-59.61%
Highway and Bridge	6,979,964	17,891,445	11,731,727	19,940,022	8,208,295	
Total	<u>30,727,118</u>	<u>55,981,803</u>	<u>36,807,929</u>	<u>30,067,888</u>	<u>(6,740,041)</u>	<u>-18.31%</u>
Other Authority Projects						
Canals - Operations and Support	33,304,435	35,916,701	35,452,267	36,740,887	1,288,620	3.63%
Undistributed Charges	13,855,881	14,996,016	14,446,016	16,107,752	1,661,736	11.50%
Equipment under \$5,000	59,097	181,295	181,295	165,820	(15,475)	-8.54%
Projects not Capitalized	1,933,570	2,919,053	1,554,213	851,590	(702,623)	-45.21%
Less:						
Federal/Other Aid for Operations	(7,309,460)	(5,675,800)	(5,675,800)	0	5,675,800	-100.00%
Interstate 84	10,912,383	11,249,876	11,249,876	13,275,880	2,026,004	18.01%
Less:						
Reimbursement from DOT/DSP for I-84	(12,061,667)	(11,249,876)	(11,249,876)	(13,275,880)	(2,026,004)	0.00%
Total	<u>40,694,239</u>	<u>48,337,265</u>	<u>45,957,991</u>	<u>53,866,049</u>	<u>7,908,058</u>	<u>17.21%</u>
General Reserve Fund						
Canal Capital	24,449,403	26,516,296	25,086,945	24,382,499	(704,446)	-2.81%
BANS Interest Expense	0	0	10,599,733	23,849,400	13,249,667	0.00%
	<u>24,449,403</u>	<u>26,516,296</u>	<u>35,686,678</u>	<u>48,231,899</u>	<u>12,545,221</u>	<u>35.15%</u>
Balance/Working Capital	<u>\$4,553,729</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	

**Budget Summary
Operating Revenues
New York State Thruway Authority**

	2008 Actual	2009 Revised	2010 Proposed	Amount of Change	Percent Change
Toll Revenue					
Passenger	\$347,078,302	\$403,567,000	\$427,741,000	\$24,174,000	5.99%
Commercial	215,634,278	208,318,000	212,686,000	4,368,000	2.10%
Total	<u>562,712,580</u>	<u>611,885,000</u>	<u>640,427,000</u>	<u>28,542,000</u>	<u>4.66%</u>
Concession Revenue					
Gas Stations	2,366,936	2,850,000	2,980,000	130,000	4.56%
Total	<u>2,366,936</u>	<u>2,850,000</u>	<u>2,980,000</u>	<u>130,000</u>	<u>4.56%</u>
Restaurants	10,169,720	10,000,000	10,200,000	200,000	2.00%
Total	<u>10,169,720</u>	<u>10,000,000</u>	<u>10,200,000</u>	<u>200,000</u>	<u>2.00%</u>
Total Concession	<u>12,536,656</u>	<u>12,850,000</u>	<u>13,180,000</u>	<u>330,000</u>	<u>2.57%</u>
Sundry Revenue					
Interest - Revenue Fund	3,947,955	1,000,000	2,000,000	1,000,000	100.00%
Special Hauling Permits	3,063,988	2,000,000	2,500,000	500,000	25.00%
Permits & Other	13,926,151	13,800,000	13,550,000	(250,000)	-1.81%
Total	<u>20,938,094</u>	<u>16,800,000</u>	<u>18,050,000</u>	<u>1,250,000</u>	<u>7.44%</u>
Grand Total	<u>\$596,187,330</u>	<u>\$641,535,000</u>	<u>\$671,657,000</u>	<u>\$30,122,000</u>	<u>4.70%</u>

November 5, 2009

Mr. John M. Bryan
Chief Financial Officer
New York State Thruway Authority
200 Southern Boulevard
P.O. Box 189
Albany, New York 12201-0189

Reference: Updated Budget Toll Revenue Forecast for 2009 - 2014

Dear Mr. Bryan:

In response to your recent request, we have updated our traffic and toll revenue projections for the years 2009 to 2014 based on the most recent data available for August and September 2009. This effort was conducted to incorporate the recent traffic and revenue growth experienced on the Thruway in August and September and its subsequent influence on HDR's traffic and revenue model and projections. The September data is of special interest since it historically reflects a return to normal commuter, passenger and commercial travel conditions, uninfluenced by the seasonal vacation travel experienced over the summer months.

As anticipated, the Thruway experienced strong traffic and revenue growth in September. As compared to September 2008, overall traffic grew by nearly 600,000 trips, from 20.9 million trips in September 2008 to 21.5 million trips in 2009, an increase of 2.7 percent. This monthly increase reflects the strongest growth in vehicle trips experienced in 2009.

In addition to the most recent traffic and revenue data, the model reflects updates to the financial and economic indicators. Overall, the methodology is consistent with our previous submittal in that it reflects the following:

- analysis of historical traffic and revenue trends for the entire system with breakdowns by section, mainline and barrier;
- changes in vehicle classification and pricing implemented in 2005;
- the January 2010 toll rate and discount adjustments;
- projections of travel behavior associated with regional and national economic conditions and the prospects for recovery beginning in September 2009;
- projected economic trends using risk based approach; and
- conformity to NCHRP's recommended best practices for traffic and revenue forecasting and alignment with bond market credit analysts' expectations for toll road traffic and revenue analysis.

The revised forecast is consistent with our previous submittal; however, the projections reflect the positive influence of the traffic and revenue growth experienced in September 2009 to create a stronger outlook. In summary:

- Total revenues are forecasted to grow by 8.7 percent in 2009 (from \$562.7 million in 2008 to \$611.9 million in 2009); and by an additional 4.7 percent in 2010.

- Passenger traffic has started recovering from the recession in the first half of 2009 and is likely to be positive in the fourth quarter of 2009; yet, on an annual basis, positive growth for total traffic will only return in 2010. Revenue from passenger cars will continue to grow, albeit at a lower pace than expected for 2009 (+6.0 percent between 2009 and 2010; versus 16.3 percent between 2008 and 2009) due to the July 2008 adjustment to the *E-ZPass* discount.
- The decline in commercial traffic is expected to reverse over the coming months with the onset of economic recovery, resulting in positive growth for 2010. Revenue from commercial vehicles is estimated to decline 3.4 percent in 2009 (compared to 2008), and increase 2.1 percent in 2010.
- Our analysis indicates that commercial traffic is more sensitive than passenger traffic to regional and national economic conditions. In addition, passenger traffic on the Thruway is found to be less sensitive to changes in toll rates and fuel prices than traffic on other tolled facilities nationwide.

Our base 2009 to 2014 toll revenue projections are summarized in Table 1 and the base annual traffic forecast for the same time period is presented in Table 2.

Overall, total toll revenues are expected to grow by 8.7 percent in 2009 (from \$562.7 million in 2008 to \$611.9 million in 2009); and by an additional 4.7 percent in 2010. After 2010, toll revenues are projected to grow by an estimated 3.0 percent annually through 2014. This represents an average annual growth of 4.2 percent between the end of 2008 and the end of 2014. Historically, total revenues experienced an average annual growth rate of about 3.9 percent between 1996 and 2002 and an average annual growth rate of 4.9 percent between 2002 and 2008.

Thank you for the opportunity to provide this update and please feel free to contact me should you have any questions or comments.

Sincerely,

HDR DECISION ECONOMICS INC.

A handwritten signature in black ink, appearing to read 'Khalid Bekka', written in a cursive style.

Khalid Bekka, Ph.D., M.B.A.
Senior Vice President

cc. Dorraine Steele, Director of Fiscal Audit and Budget

Encl.

Table 1: Base Annual Toll Revenue Forecast, in thousands of dollars

Year	Passenger Cars		Commercial Vehicles			Total	Growth
	Control	Barrier	Control	Barrier	Vol. Disc		
2007 ^a	\$183,213	\$141,872	\$188,970	\$50,012	(\$21,254)	\$542,814	0.2%
2008 ^a	\$193,809	\$153,269	\$187,019	\$50,309	(\$21,693)	\$562,713	3.7%
2009	\$216,859	\$186,708	\$178,831	\$50,008	(\$20,521)	\$611,885	8.7%
2010	\$234,308	\$193,433	\$183,305	\$50,332	(\$20,951)	\$640,427	4.7%
2011	\$240,973	\$199,343	\$189,104	\$51,646	(\$21,589)	\$659,478	3.0%
2012	\$247,747	\$205,754	\$194,632	\$53,242	(\$22,228)	\$679,147	3.0%
2013	\$254,594	\$212,768	\$200,788	\$55,163	(\$22,952)	\$700,361	3.1%
2014	\$261,266	\$219,831	\$207,427	\$57,240	(\$23,734)	\$722,030	3.1%

Sources: NYSTA and HDR Decision Economics analysis

Notes: a. Actual revenue

Numbers may not add due to rounding

Table 2: Base Annual Traffic Forecast, in thousands

Year	Passenger Cars		Commercial Vehicles		Total	Growth
	Control	Barrier	Control	Barrier		
2007 ^a	127,658	100,566	17,681	10,061	255,965	0.1%
2008 ^a	125,516	96,476	16,860	9,685	248,538	-2.9%
2009	127,634	94,164	15,231	8,680	245,710	-1.1%
2010	130,511	95,519	15,684	8,877	250,590	2.0%
2011	134,098	98,332	16,232	9,186	257,847	2.9%
2012	137,783	101,490	16,742	9,471	265,487	3.0%
2013	141,550	104,800	17,293	9,781	273,425	3.0%
2014	145,253	108,121	17,879	10,099	281,352	2.9%

Sources: NYSTA and HDR Decision Economics analysis

Notes: a. Actual traffic

Numbers may not add due to rounding

September 10, 2009

Mr. John M. Bryan
Chief Financial Officer
New York State Thruway Authority
200 Southern Boulevard
P.O. Box 189
Albany, New York 12201-0189

Reference: Budget Toll Revenue Forecast for 2009 - 2014

Dear Mr. Bryan:

At the request of the Thruway Authority, we have developed traffic and toll revenue projections for the years 2009 to 2014.

The projections reflect the following:

- Analysis of historical traffic and revenue trends through July 2009 for the entire system with breakdowns by section, mainline and barrier;
- Changes in vehicle classification and pricing implemented in 2005;
- The January 2010 toll rate and discount adjustments;
- Projections of travel behavior associated with regional and national economic conditions and the prospects for recovery;
- Projected economic trends using risk based approach; and
- Conformity to NCHRP's recommended best practices for traffic and revenue forecasting and alignment with bond market credit analysts' expectations for toll road traffic and revenue analysis.

This letter gives our traffic and revenue forecast for commercial vehicles and passenger cars, for the entire ticketed section and for each of the barriers separately. Also included is a brief presentation of the data, assumptions and analysis we have used in reaching our findings. The outline of the report is presented as follows:

- Traffic & Revenue Forecast;
- Factors Influencing Our Forecast; and
- Summary and Findings.

In summary:

- Total revenues are forecasted to grow by 6.9 percent in 2009 (from \$562.7 million in 2008 to \$601.5 million in 2009); and by an additional 4.3 percent in 2010.
- Passenger traffic has started recovering from the recession in the first half of 2009 and is likely to be positive in the third and fourth quarter of 2009; yet, on an annual basis, positive growth will

only return in 2010. Revenue from passenger cars will continue to grow, albeit at a lower pace than expected for 2009 (+4.9 percent between 2009 and 2010; versus 13.1 percent between 2008 and 2009) due to the July 2008 reduction in E-ZPass discount.

- The decline in commercial traffic is expected to diminish over the coming months with the onset of economic recovery, resulting in positive growth for 2010. Revenue from commercial vehicles is estimated to decline 3.2 percent in 2009 (compared to 2008), and increase 3.1 percent in 2010.

1. TRAFFIC & REVENUE FORECAST

The 2009 – 2014 toll revenue projections are summarized in Table 1 below.

Overall, total toll revenues are expected to grow by 6.9 percent in 2009 (from \$562.7 million in 2008 to \$601.5 million in 2009); and by an additional 4.3 percent in 2010. After 2010, toll revenues are projected to grow by an estimated 3.0 percent annually through 2014. This represents an average annual growth of 3.9 percent between the end of 2008 and the end of 2014. Historically, total revenues experienced an average annual growth rate of about 3.9 percent between 1996 and 2002 and an average annual growth rate of 4.9 percent between 2002 and 2008.

Table 1: Annual Toll Revenue Forecast (in thousands)

Year	Passenger Cars		Commercial Vehicles			Total	Growth
	Control	Barrier	Control	Barrier	Vol. Disc		
2007 ¹	\$183,213	\$141,872	\$188,970	\$50,012	(\$21,254)	\$542,814	0.2%
2008 ¹	\$193,809	\$153,269	\$187,019	\$50,309	(\$21,693)	\$562,713	3.7%
2009	\$204,068	\$188,630	\$180,380	\$49,021	(\$20,571)	\$601,527	6.9%
2010	\$220,669	\$191,150	\$186,814	\$49,813	(\$21,219)	\$627,227	4.3%
2011	\$226,920	\$196,115	\$194,939	\$51,838	(\$22,129)	\$647,683	3.3%
2012	\$233,119	\$201,471	\$201,807	\$53,579	(\$22,901)	\$667,075	3.0%
2013	\$239,381	\$207,412	\$209,069	\$55,551	(\$23,729)	\$687,684	3.1%
2014	\$245,483	\$213,361	\$217,337	\$57,821	(\$24,674)	\$709,327	3.1%

Sources: NYSTA and HDR Decision Economics analysis

Notes: ¹ Actual revenue

Numbers may not add due to rounding

Our forecast of vehicle traffic (number of toll transactions) is presented in Table 2 as follows.

Table 2: Annual Traffic Forecast (in thousands)

Year	Passenger Cars		Commercial Vehicles		Total	Growth
	Control	Barrier	Control	Barrier		
2007 ¹	127,658	100,566	17,681	10,061	255,965	0.1%
2008 ¹	125,516	96,476	16,860	9,685	248,538	-2.9%
2009	127,312	93,860	15,605	8,791	245,568	-1.2%
2010	130,244	94,765	15,599	8,853	249,460	1.6%
2011	133,807	97,358	16,254	9,190	256,609	2.9%
2012	137,378	100,220	16,804	9,487	263,890	2.8%
2013	141,027	103,234	17,389	9,793	271,444	2.9%
2014	144,615	106,258	18,074	10,129	279,076	2.8%

Sources: NYSTA and HDR Decision Economics analysis

Notes: ¹ Actual traffic

Numbers may not add due to rounding

Total passenger vehicle traffic is expected to decrease slightly in 2009 (by less than half a percentage point) with positive growth in the second half of the year offsetting most of, but not all, the losses experienced in the first half. Going forward, passenger traffic is expected to recover, with positive growth in 2010 (+1.7 percent) and in subsequent years (+2.8 percent on average between 2011 and 2014).

As it did in 2008, commercial vehicle traffic is expected to decline again in 2009 (-8.1 percent). This decline, however, is expected to diminish progressively over the coming months, with the onset of economic recovery; resulting in positive growth for 2010 (+0.2 percent) and the following years.

2. FACTORS INFLUENCING OUR FORECAST

The principal factors influencing our traffic and revenue forecast are presented in this section. We first provide an overview of recent changes in travel behavior, as evidenced in toll transaction statistics for the Thruway and in estimates of vehicle miles traveled on all highways nationwide. We then review some of the determinants of travel demand, which, based on our analysis, we believe might explain recent variations in Thruway traffic (including measures of economic activity, employment and motor fuel prices). We also discuss other factors, specific to the Thruway and related to tolling and vehicle classification.

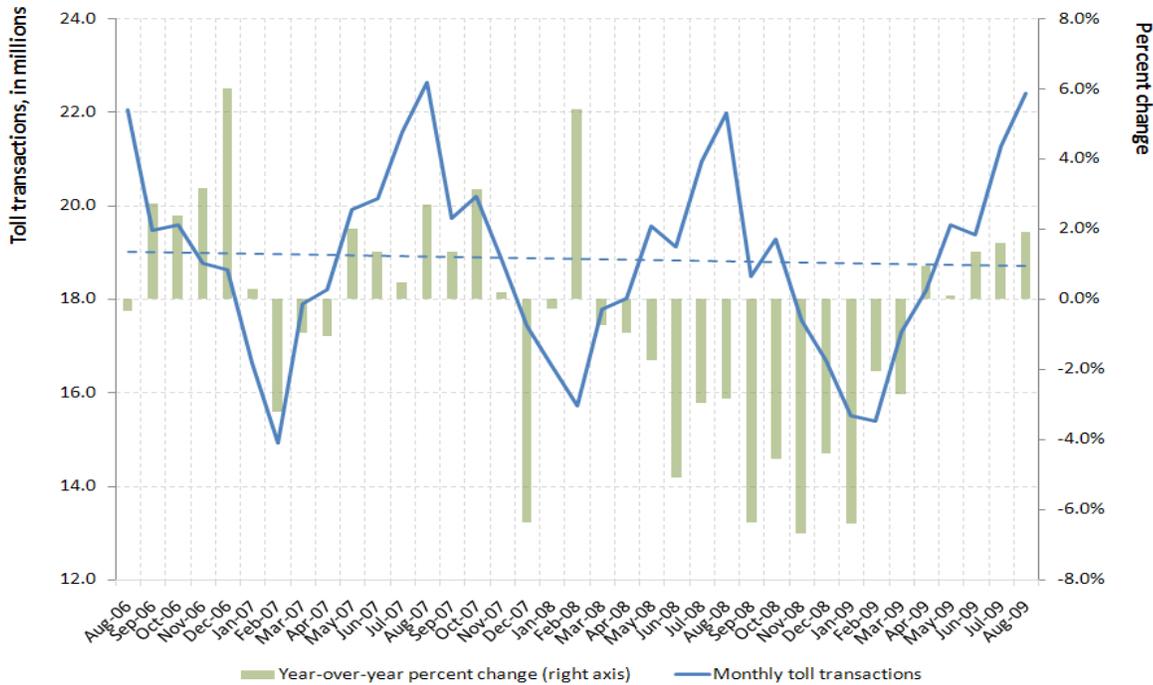
a. Recent Changes in Travel

Figure 1 below shows monthly variations in passenger vehicle traffic from August 2006 through July 2009. Table 3 provides a breakdown of annual traffic for 2007, 2008 and the first seven months of 2009, by section and facility.

After thirteen consecutive months of decline, passenger vehicle traffic grew in April 2009 (+0.9 percent compared to April 2008), May (+0.1 percent), June (+1.3 percent) and July (+1.0 percent). Partial estimates for August also indicate positive growth (+1.9 percent, through August 13).

However, year-to-date 2009 passenger vehicle traffic remains slightly lower than it was in 2008 (by about 0.7 percent overall).

Figure 1: Monthly Passenger Vehicle Traffic, August 2006 – July 2009



Source: NYSTA traffic data

Note: With partial, preliminary estimates for August 2009

During the first seven months of 2009, traffic grew on the Woodbury-to-Williamsville and the Erie sections (+0.5 percent and +6.5 percent, respectively), but continued to fall at most barriers and bridges (-3.3 percent overall).

Table 3: Annual Passenger Vehicle Traffic by Section and Facility, in thousands

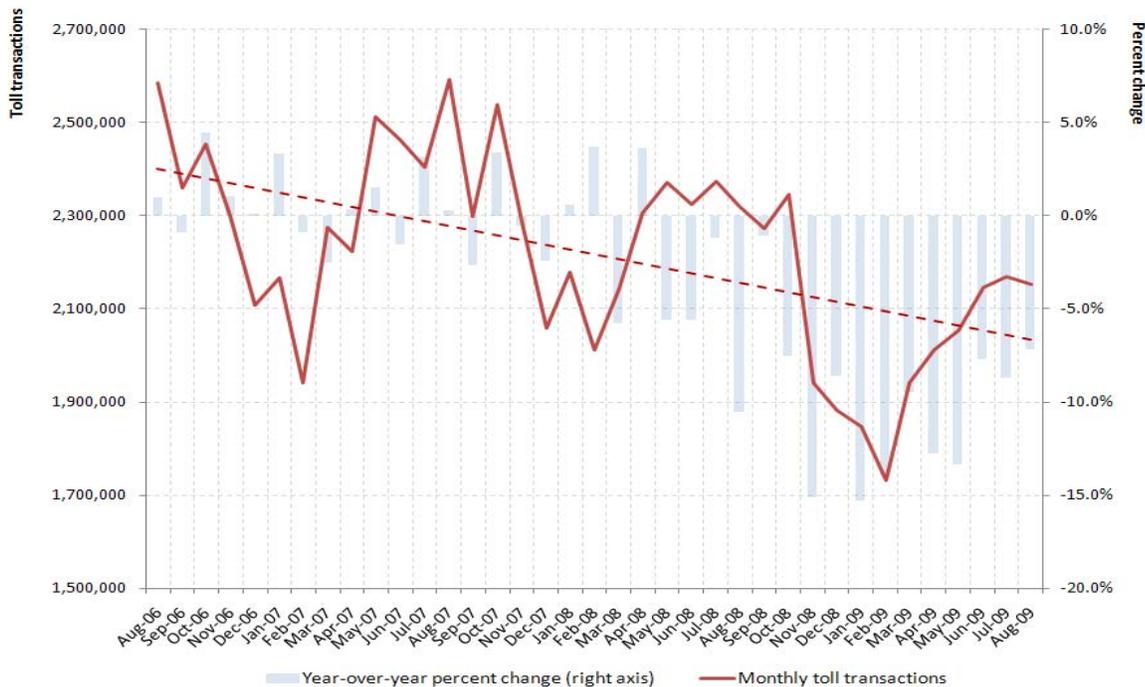
Sections and Facilities	2007	2008	% Change 2007-2008	2009 (Jan-Jul)	% Change 2008-2009 ^a
Woodbury – Williamsville Section	111,370	108,502	-2.6%	62,432	0.5%
Erie Section	16,288	17,014	4.5%	10,182	6.5%
Ticket System	127,658	125,516	-1.7%	72,613	1.3%
Grand Island Bridges	21,999	21,335	-3.0%	12,273	0.2%
Tappan Zee Bridge	23,682	22,931	-3.2%	13,012	-3.0%
Yonkers	17,529	16,414	-6.4%	8,764	-8.7%
New Rochelle	19,060	18,154	-4.8%	10,282	-2.6%
Spring Valley	37	31	-17.3%	16	-7.0%
Harriman	18,259	17,612	-3.5%	9,821	-3.3%
All Bridges and Barriers	100,566	96,476	-4.1%	54,169	-3.3%
Entire Thruway	228,224	221,993	-2.7%	126,782	-0.7%

Source: NYSTA traffic data

Note: a. Includes traffic from January to July only

Figure 2 below illustrates monthly variations in commercial vehicle traffic from August 2006 through July 2009. Table 4 provides a breakdown of annual traffic by section and facility.

Figure 2: Monthly Commercial Vehicle Traffic, August 2006 – July 2009



Source: NYSTA traffic data

Note: With partial, preliminary estimates for August 2009

Commercial vehicle traffic has been declining continuously on a year-to-year basis since May 2008. In 2008, commercial traffic fell 4.3 percent overall, with the Grand Island bridges and Tappan Zee Bridge

experiencing the largest relative declines (-8.7 percent and -6.5 percent respectively). In 2009, year to date commercial traffic is down 11.5 percent compared to a year ago, with double-digit declines experienced throughout the ticketed section and at four of the six bridges and barriers.

Table 4: Annual Commercial Vehicle Traffic by Section and Facility, in thousands

Sections and Facilities	2007	2008	% Change 2007-2008	2009 (Jan-Jul)	% Change 2008-2009 ^a
Woodbury – Williamsville Section	14,543	13,835	-4.9%	7,273	-10.9%
Erie Section	3,138	3,025	-3.6%	1,541	-13.9%
Ticket System	17,681	16,860	-4.6%	8,814	-11.4%
Grand Island Bridges	1,439	1,313	-8.7%	662	-15.0%
Tappan Zee Bridge	1,491	1,395	-6.5%	739	-12.1%
Yonkers	2,079	2,052	-1.3%	1,063	-11.8%
New Rochelle	2,508	2,426	-3.3%	1,308	-9.3%
Spring Valley	1,247	1,225	-1.8%	627	-14.7%
Harriman	1,297	1,274	-1.8%	685	-8.7%
All Bridges and Barriers	10,061	9,685	-3.7%	5,085	-11.6%
Entire Thruway	27,742	26,545	-4.3%	13,899	-11.5%

Source: NYSTA traffic data

Note: a. Includes traffic from January to July only

However, the rate of decline has diminished in recent months; traffic was down 8.3 percent in July (compared to July 2008); and 7.2 percent during the first 13 days of August (compared to the same period in 2008). These recent variations in commercial and passenger vehicle traffic on the Thruway are, in many respects, similar to those observed nationwide.

Traffic (measured in vehicle miles traveled) on all highways nationally is reported to have increased by 2 percent in June 2009, as compared with June 2008^a. Travel was also up in April 2009 (+0.5 percent) and May 2009 (+0.1 percent), ending a 16-month period of continuous year-over-year decline.

The growth in cumulative travel for 2009 (through June) remains negative, at -0.4 percent or -5.3 billion vehicle miles. In contrast, total cumulative travel fell 3.5 percent in 2008 (106.6 billion vehicle miles traveled were lost in that year).

b. Factors Influencing Travel Demand

Several factors might have contributed to the recent variations in Thruway traffic. In this section, we present historical variations in, and projections for, candidate explanatory variables (i.e., factors that are thought to influence travel decisions).

Passenger vehicle traffic is associated with travel for a variety of purposes, including commuting (to work or school), shopping, recreation and vacationing, and other discretionary travel. The research record indicates that the volume of travel is influenced by transportation costs, including out-of-pocket costs (e.g., fuel costs and tolls), travel time and travel time reliability, disposable income, and economic activity (e.g., employment). Commercial vehicle traffic is believed to be related principally to the level

^a Federal Highway Administration, June 2009 Report

of economic activity (industrial production, consumption and indirectly domestic product and employment), travel time reliability and transportation costs.

Most of these influencing factors have gone through unprecedented variations over the past year (with dramatic increases in fuel prices in the spring/summer of 2008, economic downturn in the fall of 2008 and the deepening of the recession in the first half of 2009). Anticipating their future path is extremely uncertain. We summarize below “consensus” projections for macro-economic conditions, and the Department of Energy’s view on future motor fuel prices.

According to consensus projections for Gross Domestic Product, from the Blue Chip Economic Indicators,^b real GDP is expected to fall 2.6 percent this year (despite positive growth expected in the third and fourth quarters of the year), and to grow by more than 2 percent in 2010.^c Longer-term growth projections (for 2011 onward) exceed 3 percent per annum.

Consensus projections and estimates for the U.S. industrial production index from the Blue Chip Economic Indicators indicate a very sharp decline in industrial production in recent months. Similarly, nationwide unemployment is expected to worsen through 2009 and 2010, even after the onset of economic recovery.

Motor fuel prices have fallen substantially since the summer of 2008 when they reached a peak of \$4.30 a gallon (average retail gasoline price in New York State, for the month of July). After a rapid decline in the last quarter of 2008, gasoline prices have increased regularly since the beginning of the year, averaging \$2.80 a gallon in New York State in July 2009. On a year-to-year basis, retail gasoline prices are now 35 percent lower than they were a year ago (July 2009 as compared with July 2008), but are 44 percent higher than they were at the beginning of the year (July 2009 relative to January 2009). Looking forward, fuel prices are expected to increase moderately.

c. Comparison with Previous Recessions

To better understand how the current recession might have impacted – and continues to impact – travel on the Thruway and nationwide, we have examined the co-variations between highway travel and a measure of economic activity (real GDP), over the past 40 years.

Real GDP and vehicle miles traveled fell sharply nationwide during all major recessions of the past four decades: 1973 – 1975; 1980; 1981 – 1982; 1990 – 1991 and currently. The decline however was most severe at the onset of the recession and coincided, in most cases, with rapidly increasing fuel prices (1973 and 1979 oil crises; summer 2008 oil price surge).

Looking at the 1973 – 1974 recession more closely, travel did not return to its pre-recession level until May 1975,^d with 11 consecutive months of decline (after November 1973), followed by 7 months of recovery (starting in November 1974).

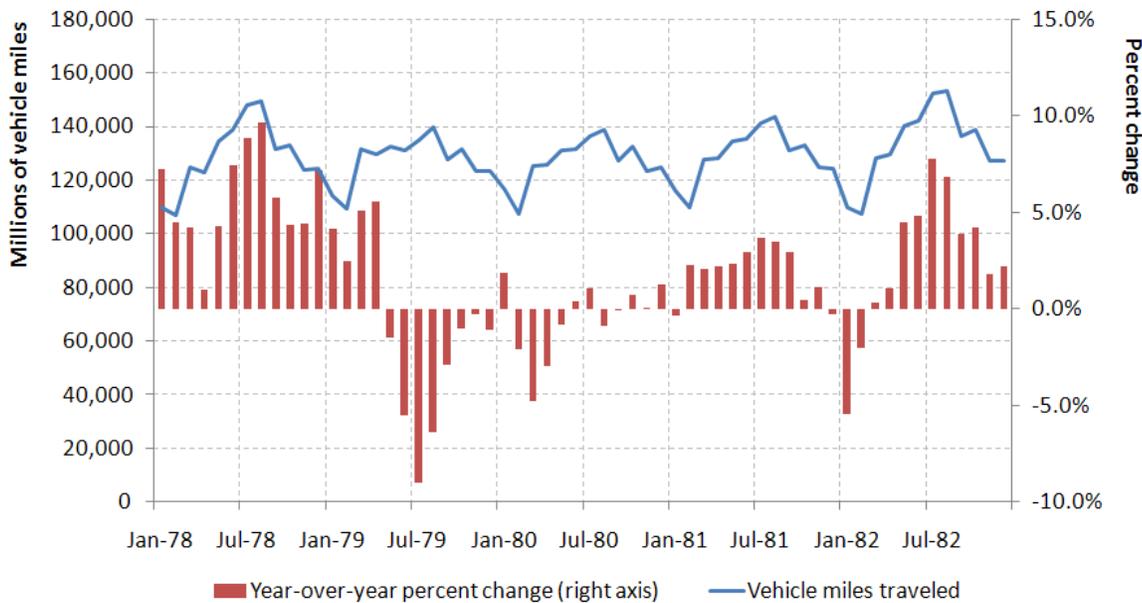
^b The Blue Chip Economic Indicators projections are developed from a poll of 50-plus economists employed by large US manufacturers, banks, insurance companies, and brokerage firms.

^c According to the latest estimates released by the Bureau of Economic Analysis, real GDP decreased at an annual rate of 1.0 percent in the second quarter of 2009 (from the first quarter to the second quarter); and shrank 6.4 percent in the first quarter.

^d Based on twelve-month moving cumulative travel

Focusing on the recessions of the early eighties (1980 and 1981 – 1982), nationwide travel experienced an almost uninterrupted decline from May 1979 through September 1980, a partial recovery in the first half of 1981 (with the economy) and further severe decline in early 1982.^e Overall, travel did not stabilize to its pre-recession level until July 1982, 39 months after the onset of the crisis.

Figure 3: Traffic Volume Trends on all Roads and Streets in the Nation during the Recessions of the Early Eighties



Source: U.S. Department of Transportation, Federal Highway Administration

It is unclear at this time how nationwide travel, and traffic on the Thruway, will evolve through the current recession, and expected recovery. It is also unclear whether the current rebound (June, July and August for passenger vehicle traffic on the Thruway) marks the beginning of a true, long lasting recovery or is only a short term increase associated, for example, with “staycation” trip-making.

^e All changes are relative to the year before

d. Other Factors Specific to the Thruway

The toll schedules and discount rates that became effective in January 2008, July 2008 and January 2009; as well as those that will become effective in January 2010 have been taken into account in our analysis and are reflected in our current traffic and revenue projections. When assessing historical variations in Thruway traffic, we accounted for the “double ticketing” of certain commercial vehicle types (i.e., tandems) between 1995 and May 2005. In addition to adjusting the traffic series based on the shifts observed at the time of the vehicle reclassification, we employed statistical techniques that allow us to isolate the impact of a change and prevent it from interfering with ascertaining the influence of other factors.

3. SUMMARY OF FINDINGS

Our key findings can be summarized as follows:

- Total revenues are forecast to grow by 6.9 percent in 2009 (from \$562.7 million in 2008 to \$601.5 million in 2009); and by an additional 4.3 percent in 2010.
- Passenger traffic has started recovering from the recession in the first half of 2009 and is likely to be positive in the third and fourth quarter of 2009; yet, on an annual basis, positive growth will only return in 2010. Revenue from passenger cars will continue to grow, albeit at a lower pace than expected for 2009 (+4.9 percent between 2009 and 2010; versus 13.1 percent between 2008 and 2009) due to the July 2008 reduction in E-ZPass discount.
- The decline in commercial traffic is expected to diminish over the coming months when compared to the last quarter of 2008 and with the onset of economic recovery, resulting in positive growth for 2010. Revenue from commercial vehicles is estimated to decline 3.2 percent in 2009 (compared to 2008), and increase 3.1 percent in 2010.
- Our analysis indicates that commercial traffic is more sensitive than passenger traffic to regional and national economic conditions. In addition, passenger traffic on the Thruway is found to be less sensitive to changes in toll rates and fuel prices than traffic on other tolled facilities nationwide.

Sincerely,

HDR DECISION ECONOMICS INC.



Khalid Bekka, Ph.D., M.B.A.
Senior Vice President

Concession & Sundry Revenues
Actual 2008, Projected 2009 and Budgeted Amounts for 2009 and 2010
New York State Thruway Authority

	2008 Actual	2009 Budget	2009 Revised	2010 Proposed	Amount of Change	Percent Change
<u>Concession Revenue</u>						
Gas Stations	\$2,366,936	\$2,300,000	\$2,850,000	\$2,980,000	\$130,000	4.56%
Restaurants	10,169,720	9,900,000	10,000,000	10,200,000	200,000	2.00%
Total Concession Revenue	<u>12,536,656</u>	<u>12,200,000</u>	<u>12,850,000</u>	<u>13,180,000</u>	<u>330,000</u>	<u>2.57%</u>
<u>Sundry Revenue</u>						
Interest	3,947,955	5,200,000	1,000,000	2,000,000	1,000,000	100.00%
Special Hauling Permits (1)	3,063,988	2,200,000	2,000,000	2,500,000	500,000	25.00%
Permits & Other						
Lease Revenue	115,803	21,000	190,000	190,000	0	0.00%
Rental Income	3,269,355	3,500,000	3,500,000	3,500,000	0	0.00%
Logo Signs	176,083	225,000	175,000	175,000	0	0.00%
Scrap	231,607	150,000	100,000	125,000	25,000	25.00%
Unpaid Tolls	204,599	150,000	200,000	200,000	0	0.00%
Coin Box Rev	17,910	75,000	0	0	0	0.00%
Misc. Rev	571,347	225,000	550,000	550,000	0	0.00%
Canadian Exch.	(94,797)	0	(25,000)	(25,000)	0	0.00%
Real Estate	0	1,000,000	45,000	250,000	205,000	455.56%
E-ZPass Violations	4,334,070	5,300,000	4,000,000	3,500,000	(500,000)	-12.50%
E-ZPass Airport Fees	306,534	260,000	300,000	300,000	0	0.00%
E-ZPass Admin Fees	1,247,658	1,600,000	1,200,000	1,200,000	0	0.00%
MFSNT/Adesta	315,367	300,000	300,000	325,000	25,000	8.33%
Tag Lease Fees	3,155,162	2,100,000	3,200,000	3,200,000	0	0.00%
All Others	75,453	24,000	65,000	60,000	(5,000)	-7.69%
Total Permits & Other	<u>13,926,151</u>	<u>14,930,000</u>	<u>13,800,000</u>	<u>13,550,000</u>	<u>(250,000)</u>	<u>-1.81%</u>
Total	20,938,094	22,330,000	16,800,000	18,050,000	1,250,000	7.44%
Grand Total	<u>\$ 33,474,750</u>	<u>\$ 34,530,000</u>	<u>\$29,650,000</u>	<u>\$ 31,230,000</u>	<u>\$ 1,580,000</u>	<u>5.33%</u>

(1) The Authority is no longer responsible for issuing special hauling permits for I-84. This function has been transferred to the New York State Department of Transportation effective August 1, 2008.

**Budget Summary
Departmental Operating Expenses**

	2008 Actual	2009 Revised	2010 Proposed	Amount of Change	Percent Change
Thruway					
Operating Expenses					
Board & Executive	\$361,714	\$372,357	\$383,529	\$11,172	3.0%
Public Affairs and Strategic Planning	2,007,647	2,093,179	2,230,518	137,339	6.6%
Legal	1,459,677	1,771,164	1,883,692	112,528	6.4%
Audit and Management Services	592,849	665,400	703,565	38,165	5.7%
Administrative Services	6,336,010	6,469,030	6,657,763	188,733	2.9%
Information Technology	9,037,762	9,838,440	9,862,524	24,084	0.2%
Maint and Engineering					
Engineering	6,220,201	6,606,538	7,111,767	505,229	7.6%
Thruway Maint	72,209,778	79,818,321	79,814,655	(3,666)	0.0%
Equip & Inv Mgmt	29,883,490	32,678,056	33,721,365	1,043,309	3.2%
Finance and Accts	8,231,510	8,651,051	9,232,252	581,201	6.7%
Operations					
Traffic Services	6,784,076	7,080,124	7,393,778	313,654	4.4%
State Police	34,457,787	37,306,214	38,679,494	1,373,280	3.7%
Toll Collection	43,024,164	43,233,371	44,810,197	1,576,826	3.6%
Total Departmental Expenses	220,606,665	236,583,245	242,485,099	5,901,854	2.5%
General Charges	109,483,357	115,187,165	120,818,229	5,631,064	4.9%
	<u>330,090,022</u>	<u>351,770,410</u>	<u>363,303,328</u>	<u>11,532,918</u>	<u>3.3%</u>
Other Operating Expenditures					
Equipment under \$5,000	1,088,974	1,452,749	1,104,795	(347,954)	-24.0%
Projects not Capitalized	3,657,585	1,454,554	2,310,623	856,069	58.9%
Total Operating Expenditures	334,836,581	354,677,713	366,718,746	12,041,033	3.4%
Operating Reserves					
Res. for Claims & Indem.	2,467,776	3,000,000	2,000,000	(1,000,000)	-33.3%
Res. for Environmental Remediation	0	4,325,000	4,000,000	(325,000)	-7.5%
Total Operating Reserves	2,467,776	7,325,000	6,000,000	(1,325,000)	-18.1%
Total Thruway	\$337,304,357	\$362,002,713	\$372,718,746	\$10,716,033	3.0%
Other Authority Projects					
Canals					
Operations	\$29,676,732	\$31,554,369	\$33,021,570	\$1,467,201	4.6%
Canal Support	3,627,703	3,897,898	3,719,317	(178,581)	-4.6%
General Charges	13,855,881	14,446,016	16,107,752	1,661,736	11.5%
Equipment not Capitalized	59,097	181,295	165,820	(15,475)	-8.5%
Projects not Capitalized	1,933,570	1,554,213	851,590	(702,623)	-45.2%
Subtotal	49,152,983	51,633,791	53,866,049	2,232,258	4.3%
I-84					
Maint. Eng. Oper. & Planning	5,599,477	6,109,059	6,829,028	719,969	11.8%
Equip & Inv Mgmt	2,102,169	2,153,772	2,431,840	278,068	12.9%
Operations	935,613	959,233	1,061,119	101,886	10.6%
State Police	200,677	10,025	13,650	3,625	36.2%
General Charges	2,060,581	2,017,787	2,935,243	917,456	45.5%
Equipment not Capitalized	13,866	0	5,000	5,000	
Subtotal	10,912,383	11,249,876	13,275,880 (1)	2,026,004	18.0%
Total Other Authority Projects	\$60,065,366	\$62,883,667	\$67,141,929	\$4,258,262	6.8%
Grand Total (Excluding CDF)	\$397,369,723	\$424,886,380	\$439,860,675	\$14,974,295	3.5%
Canal Development Fund - Operating	\$1,474,839	\$1,874,448	\$2,353,943	\$479,495	25.6%

Note:

(1) Assumes all 2009 and 2010 expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

**Budget Summary
Debt Service**

	Year of Issuance	2008 Actual	2009 Revised	2010 Proposed
Debt Service				
General Revenue Bonds				
Series A	1992	\$0	\$0	\$0
Series B	1993	0	0	0
Series C	1995	0	0	0
Series D	1997	9,192,690	0	0
Series E	1998	22,118,288	0	0
Series F	2005	40,461,715	52,581,765	52,585,953
Series G	2005	36,967,850	36,967,900	36,962,463
Series H	2007	58,883,062	78,068,313	78,071,263
		<hr/>	<hr/>	<hr/>
		167,623,605	167,617,978	167,619,679
Less: Interest Earnings		4,096,467	1,369,306	847,261
Net Debt Service - Twy Bds		<hr/>	<hr/>	<hr/>
		163,527,138	166,248,672	166,772,418
Total		<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
		\$163,527,138	\$166,248,672	\$166,772,418

**Budget Summary
Capital Program**

	2008 Actual	2009 Revised	2010 Proposed
Capital Program			
Highway & Bridge			
Contracts	\$272,985,996	\$318,379,206	\$382,879,301
State Police		953,485	942,305
Thruway Forces & Materials	15,772,928	24,508,865	26,061,795
Subtotal	<u>288,758,924</u>	<u>343,841,556</u>	<u>409,883,401</u>
Architectual			
Contracts	18,122,192	8,862,775	10,795,315
Subtotal	<u>18,122,192</u>	<u>8,862,775</u>	<u>10,795,315</u>
Equipment, Facilities & Systems			
Equipment & Systems	18,078,795	31,809,873	34,159,471
ITS Contracts		6,492,561	5,095,337
Thruway Forces		98,866	
Subtotal	<u>18,078,795</u>	<u>38,401,300</u>	<u>39,254,808</u>
Total Thruway	<u>\$324,959,911</u>	<u>\$391,105,631</u>	<u>\$459,933,524</u>
Other Authority Projects			
Mandated Projects			
Syracuse Inner Harbor			
Thruway Forces & Materials			
Syr Inner Harbor - Canal Consol/Relocation			
Syracuse Intermodal Center			
Buffalo Inner Harbor	1,334,964	27,236	
Thruway Forces & Materials			
Stewart Airport/Drury Lane	48,754		
Thruway Forces & Materials			
Subtotal	<u>1,383,718</u>	<u>27,236</u>	<u>-</u>
Canal Capital			
Contracts	22,845,101	25,801,804	17,703,181
Maint. Forces & Materials	5,622,625	6,707,102	7,332,599
Equipment	411,989	1,081,200	893,100
Subtotal	<u>28,879,715</u>	<u>33,590,106</u>	<u>25,928,880</u>
TOTAL CAPITAL PROGRAM	<u>\$355,223,344</u>	<u>\$424,722,973</u>	<u>\$485,862,404</u>

2010 Reserve Maintenance Budget
New and Replacement Equipment Items/Projects
New York State Thruway Authority

Description	Amount
<u>Audit and Management Services</u>	
Penetration and Intrusion Testing Software	\$ 120,000
Total	<u>120,000</u>
<u>Administrative Services</u>	
Reproduction Replacement Equipment	220,000
Minor Building Renovations to HQ Facilities	146,500
Total	<u>366,500</u>
<u>Information Technology</u>	
Project Labor/Personnel Costs	4,063,500
Toll System Upgrades/Enhancements	1,041,000
Contract Management System (CMS) Upgrade	300,000
IT Security Enhancements	200,000
Replacement Network Cards	185,000
Tape Libraries	175,000
Disaster Recovery/Critical Systems Backup	150,000
Replacement Phone Switching Equipment	130,000
Software Purchases	114,500
Vehicle Infrastructure Integration (VII)	100,000
Replacement Time Clocks/Kronos	88,575
Disk Storage	80,000
Next Generation Lane Controllers	80,000
Violation Enforcement System (VES) Upgrade	75,000
New/Replacement Servers	65,000
Transportation Systems Enhancements	55,000
Automatic Vehicle Classification System (AVC)	50,000
Network Enhancements	50,000
System Upgrade for New York State Police	50,000
Replace, Upgrade, Expand Fiber Network	30,000
Geographic Information System (GIS) Enhancements	25,000
Weigh in Motion (WIM) -pilot project	10,000
Spring Valley Testbed	4,000
Total	<u>7,121,575</u>
<u>Engineering</u>	
Project Labor/Personnel Costs	743,600
Microsoft Project Licenses	44,500
Sign Inventory Software	30,000
Equitable Business Opportunity (EBO) Software	30,000
Plotter/Printer	19,000
Miscellaneous New/Replacement Equipment	28,800
Total	<u>895,900</u>

2010 Reserve Maintenance Budget
New and Replacement Equipment Items/Projects
New York State Thruway Authority

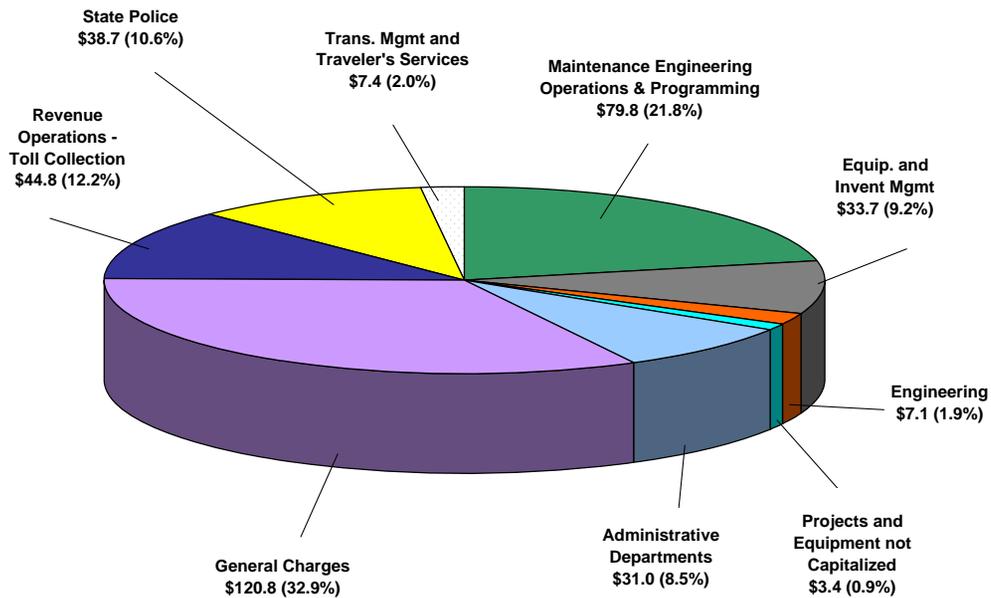
Description	Amount
<u>Thruway Maintenance</u>	
Contracts	15,890,652
Facilities Improvements (In-house)	955,995
Project Labor/Personnel Costs	739,626
Miscellaneous New/Replacement Equipment	22,500
Total	17,608,773
<u>Equipment & Inventory Management</u>	
Trucks and Const Equipment Replacements	10,290,175
Admin and State Police Vehicle Replacements	3,035,500
Toll Equipment	363,145
Additional Trucks and Const Equipment	687,750
Shop New/Replacement Equipment	102,500
Project Labor/Personnel Costs	582,988
Miscellaneous New/Replacement Equipment	9,500
Total	15,071,558
<u>Operations</u>	
Radio System Upgrade	340,620
Advanced Traffic Management System (ATMS)	85,000
Wireless Communication Migration	65,190
Project Labor/Personnel Costs	208,007
Total	698,817
<u>Toll Collection</u>	
EZ Pass System Modifications and Tag Purchases	8,167,000
Total	8,167,000
Grand Total	\$ 50,050,123

Budget Summary
Federal Aid, Capital Financing, Reserve Balances, Other and CDF
New York State Thruway Authority

	2008 Actual	2009 Revised	2010 Proposed
<u>Federal Aid</u>			
Highway & Bridge	\$3,675,972	\$2,520,115	\$0
Intelligent Transportation Systems		4,750,435	3,993,257
Architectural (Facilities)	6,650,146	1,245,099	0
Canals			
Capital	7,236,911	1,594,503	293,794
Operating	6,135,139	5,675,800	0
Mandated Projects	1,350,101	27,236	
Total Federal Aid	<u>25,048,269</u>	<u>15,813,188</u>	<u>4,287,051</u>
<u>Capital Financing</u>			
Bond Proceeds/Interest earnings	<u>299,497,405</u>	<u>320,543,595</u>	<u>381,285,654</u>
Canal - Transportation Bond ac (1)	<u>-</u>	<u>321,429</u>	<u>1,142,857</u>
<u>Prior Years Balances</u>			
<u>Reserve Maintenance Fund</u>			
Highway & Bridge	-	-	-
Equipment	15,259,875	15,000,000	35,000,000
	<u>15,259,875</u>	<u>15,000,000</u>	<u>35,000,000</u>
<u>General Reserve Fund</u>	<u>20,260,891</u>	<u>6,000,000</u>	<u>-</u>
Total Reserve Balance	<u>35,520,766</u>	<u>21,000,000</u>	<u>35,000,000</u>
<u>Other</u>			
State & Miscellaneous - TWY & Canal	346,769	10,125,688	8,744,955
State & Miscellaneous - I84	12,061,667	11,249,876	13,275,880
State & Miscellaneous - Canal Operating	1,174,321		
State & Miscellaneous - Canal Dev Fund	225,000		
State & Miscellaneous - Reserve			229,000
Auction Proceeds	945,274	700,000	700,000
Total Other	<u>14,753,031</u>	<u>22,075,564</u>	<u>22,949,835</u>
Grand Total	<u>\$374,819,471</u>	<u>\$379,753,776</u>	<u>\$444,665,397</u>
<u>Canal Dev. Fund</u>	<u>\$1,249,839</u>	<u>\$1,874,448</u>	<u>\$2,376,443</u>

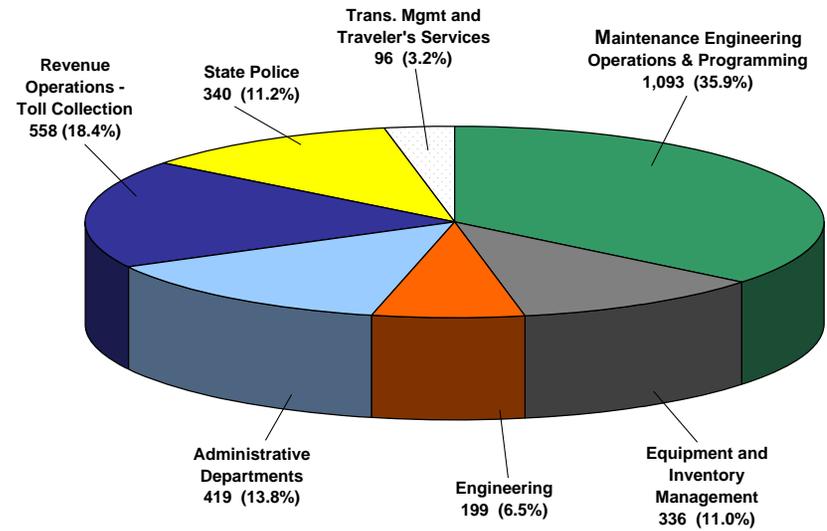
(1) The Transportation Bond Act of 2005 authorizes \$50 million of Canal projects over 5 years.

2010 THRUWAY OPERATING BUDGET BY DEPARTMENT IN MILLIONS



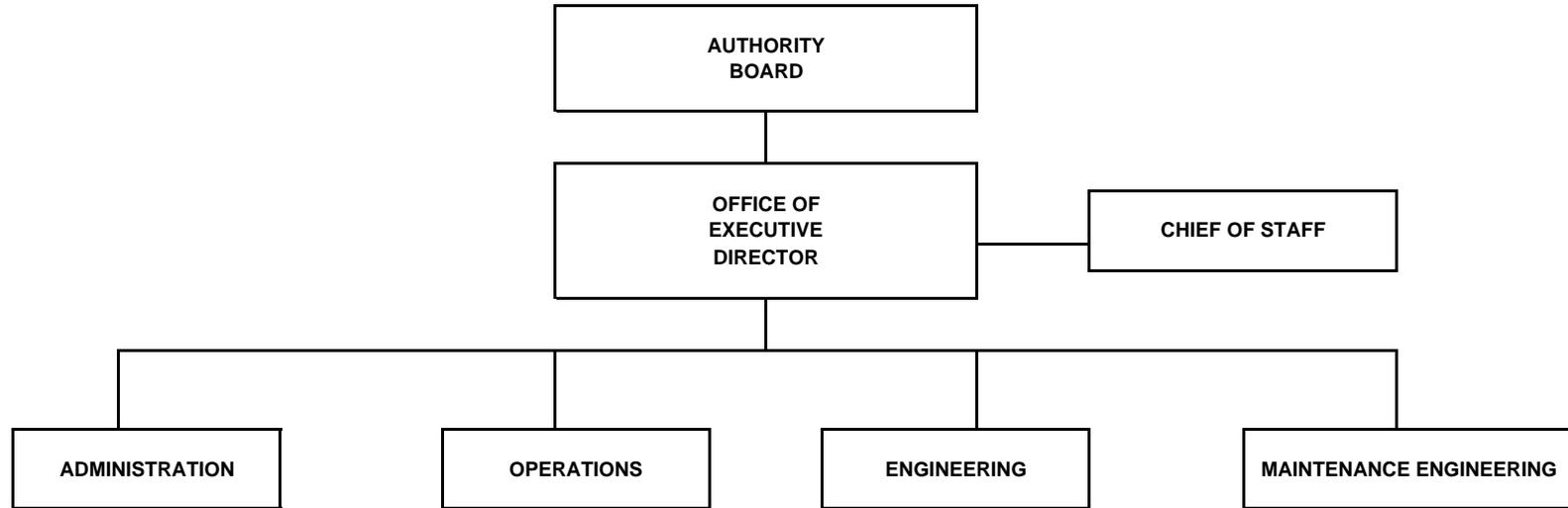
TOTAL OPERATING BUDGET: \$366.7 Million

WORK FORCE BY DEPARTMENT THRUWAY



TOTAL WORK FORCE: 3,041

**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, OPERATIONS, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2010 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration	419	\$27,433,063	\$8,197,744	(\$4,676,964)	\$30,953,843
Operations	994	83,583,720	8,935,528	(1,635,779)	90,883,469
Engineering	199	16,236,014	543,584	(9,667,831)	7,111,767
Maintenance Engineering	1,429	78,850,403	44,140,855	(9,455,238)	113,536,020
General Charges	--	100,718,200	32,676,384	(12,576,355)	120,818,229
Equipment Not Capitalized	--	--	--	1,104,795	1,104,795
Projects Not Capitalized	--	--	--	2,310,623	2,310,623
TOTAL	<u>3,041</u>	<u>\$306,821,400</u>	<u>\$94,494,095</u>	<u>(\$34,596,749)</u>	<u>\$366,718,746</u>

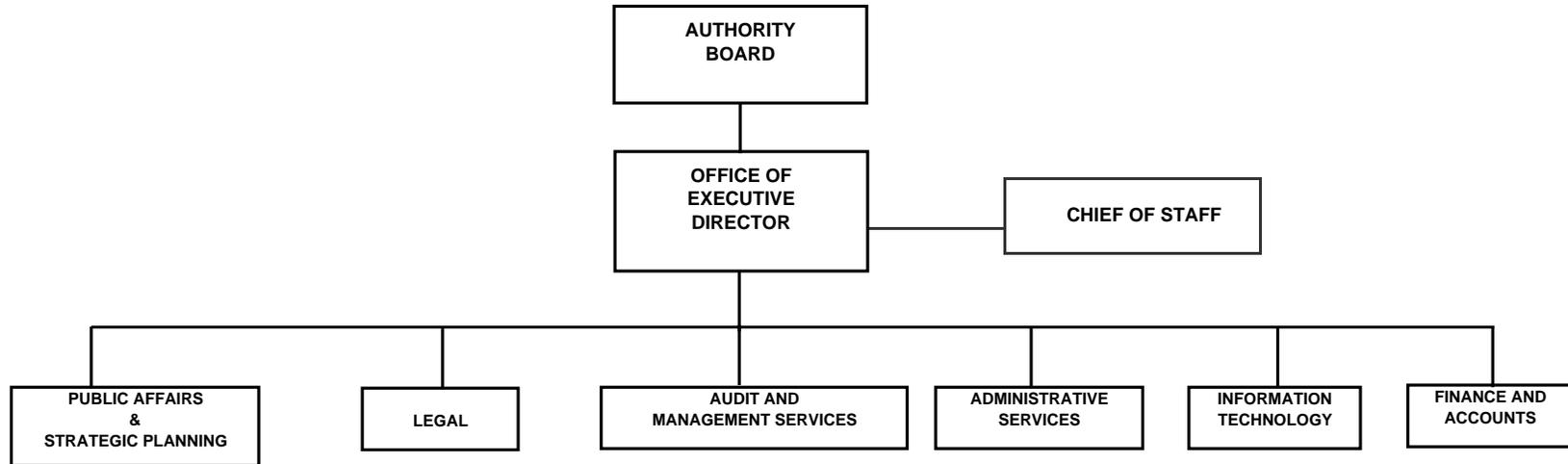
NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2010 BUDGET

PERSONNEL SUMMARY	
Board & Executive	11
Public Affairs and Strategic Planning	30
Legal	23
Audit and Management Services	11
Administrative Services	82
Information Technology	100
Engineering	199
Maintenance Engineering, Operations and Programming	1,093
Equipment and Inventory Management	336
Finance and Accounts	162
Operations	96
State Police	340
Toll Collection	<u>558</u>
TOTAL PERSONNEL	<u>3,041</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$185,180,638
Fringe Benefits	101,468,200
Salaries - Temporary and Extra	12,222,835
Overtime Pay - Regular	10,947,334
Excess/Bonus Sick and Vac	2,002,266
Shift Differential	755,637
Check Out Payment	396,000
Overtime Pay - Temporary and Extra	265,825
Salaries - Reimbursed	(194,104)
Salaries Redistributed	(260,000)
Savings on Salaries	<u>(5,963,231)</u>
Total Personal Services	<u>306,821,400</u>
MAINTENANCE AND OPERATIONS:	
E-ZPass Account Management	24,400,000
Snow & Ice Control	8,847,422
Auto - Gas, Oil	8,769,100
Special Contracts	6,114,677
Bridges	5,562,623
Thruway Roadway	5,408,224
Auto - Supplies	4,625,000
Insurance Prem & Surety Bonds	4,001,100
Electric	3,982,267
Mtce & Repair to Eqpt	3,072,846
Rentals	2,012,354
Reimb to NYS Police	1,900,000
Telephone	1,888,395
Buildings	1,671,500
Professional Services	1,286,234
Admin Cost Recovery (due to New York State)	1,042,000
Natural Gas	983,562
Toll & ITS Eqpt Thruwaywide	929,750
Reimb to Civil Service	904,000
Environmental Expense	895,000

Printing Outside	755,482
Repairs Due to Accidents	719,950
Clothing Supplies	703,991
Perishable Tools	600,200
Heating Fuel	477,900
Signs - Inventory	406,500
Misc Mtce Supplies	402,261
Auto - General Exp	401,155
Stationary Forms	387,166
Vacation Leave	350,000
Janitorial Supplies	335,515
Travel Exp Regular	329,808
Medical Services	289,500
First Aid & Personal Safety Supp	273,850
Clothes Cleaning	269,960
Overtime Meal Exp	236,340
Traffic Control Safety Supp	220,734
Training Exp	218,111
Water	207,451
Dues, Books, Subscriptions	192,132
Fiduciary Fees	185,800
Reimb Volunteer Fire Co	160,000
Tuition Assistance	150,000
Freight Parcel Post	135,000
Mfg Signs - Non-Inventory	132,500
Postage	124,000
Employee Safety Eqpt	110,250
Concession Utility	110,000
Inventory Obsolescence Expense	100,000
Computer Supplies	85,750
Printing & Duplicating	85,000
Employee Development	75,930
Propane	65,000
Auto - Insurance	64,000
Advertising	58,000
Reimb to NYS Law Department	55,000
Bldg Admin HQ	48,000
Engineering Supplies	34,700
Reimb to State Comptroller	30,000
R&D Parts Non-Inventory	26,000
Credit Card Fees	20,000
Demurrage	14,000
Promotion Expense	10,275
All Others	17,950
Inventory Items Repaired	(38,000)
Reimb of Mtce Exp	(50,000)
Cash Discount Earned	(71,000)
Projects from Savings	(98,120)
M&O Reimb Fed Aid	(100,000)
Reimb by Claim	(3,120,000)
Total Maintenance and Operations	<u>94,494,095</u>
ALLOCATIONS AND OTHER:	
Allocations of Thruway Personnel and Fringe Benefits	(38,012,167)
Projects not Capitalized	2,310,623
Equipment not Capitalized	1,104,795
Total Allocations and Other	<u>(34,596,749)</u>
TOTAL Thruway	<u>\$366,718,746</u>

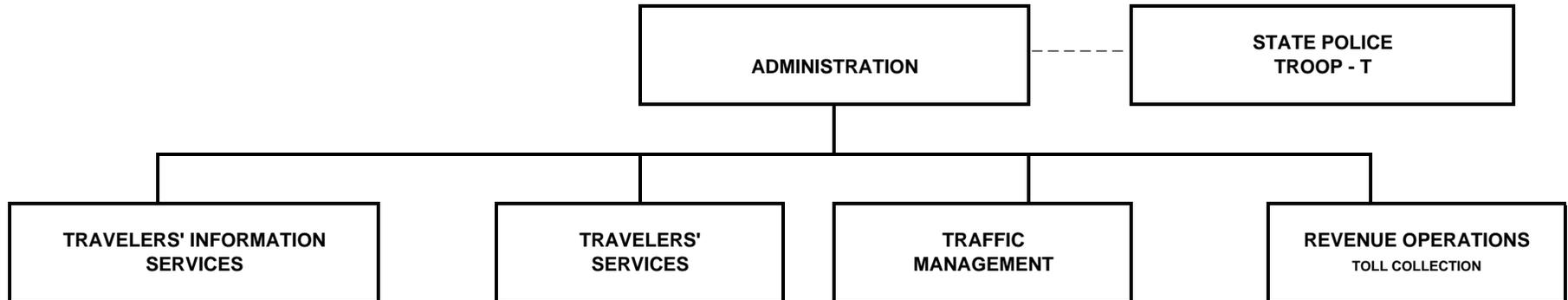
**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION
2010 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Board and Executive (1)	11	\$ 408,142	\$ 15,650	\$ (40,263)	\$ 383,529
Public Affairs & Strategic Planning	30	2,364,933	87,793	(222,208)	2,230,518
Legal	23	1,895,450	431,825	(443,583)	1,883,692
Audit and Management Services	11	771,663	14,950	(83,048)	703,565
Administrative Services	82	4,509,511	2,540,557	(392,305)	6,657,763
Information Technology	100	7,994,113	4,311,776	(2,443,365)	9,862,524
Finance and Accounts	162	9,489,251	795,193	(1,052,192)	9,232,252
TOTAL	419	\$ 27,433,063	\$ 8,197,744	\$ (4,676,964)	\$ 30,953,843

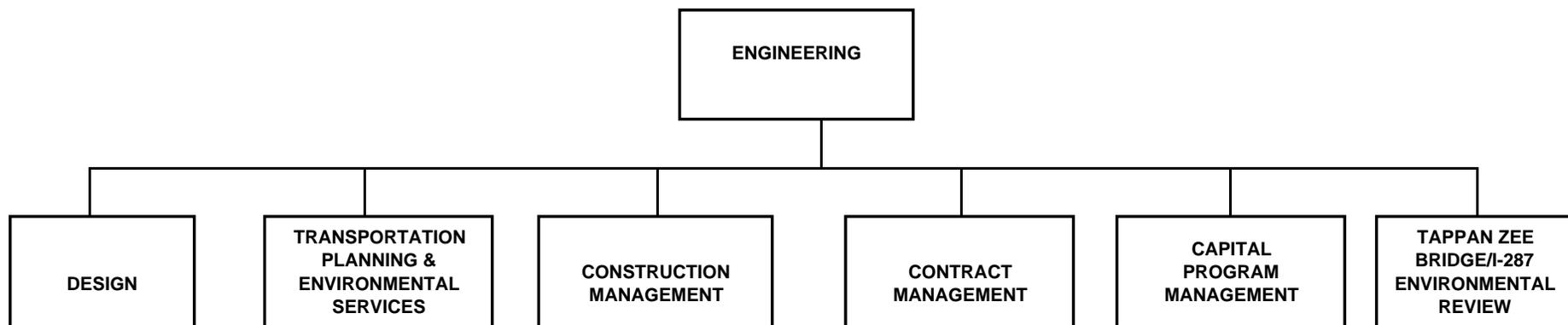
(1) Includes 7 unpaid Board Members.

NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET
SUMMARY - OPERATIONS



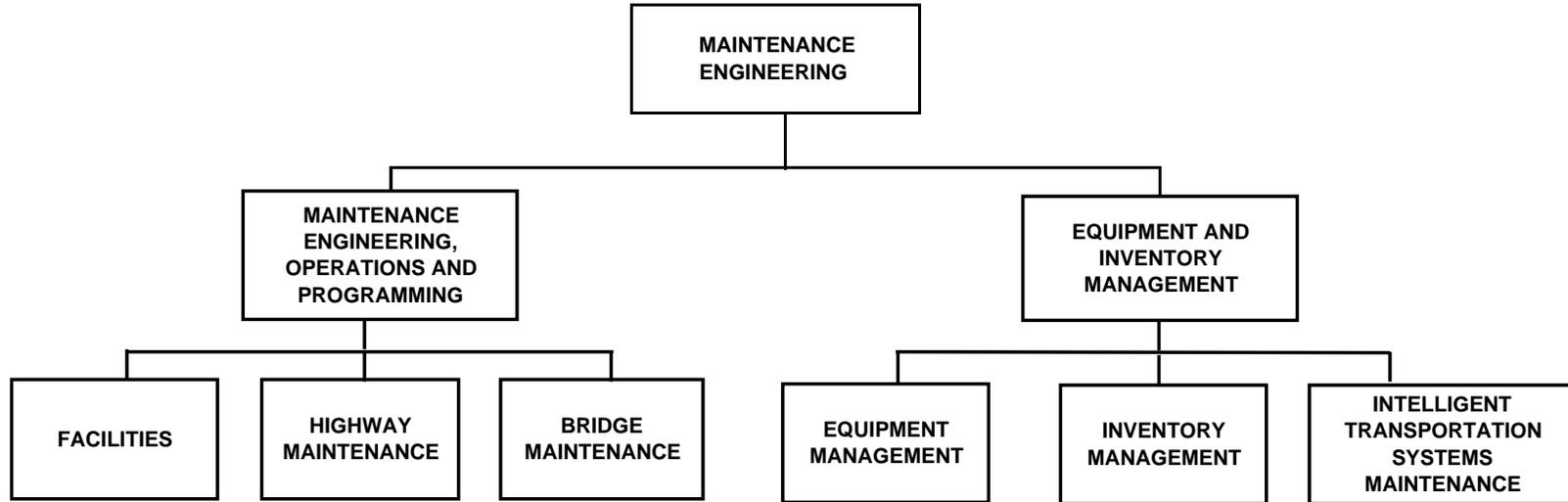
ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration, Offices of Travelers' Services, Travelers' Information Services and Traffic Management	96	\$6,258,732	\$1,778,528	(\$643,482)	\$7,393,778
State Police, Troop T	340	37,389,241	2,282,550	(992,297)	38,679,494
Revenue Operations - Toll Collection	<u>558</u>	<u>39,935,747</u>	<u>4,874,450</u>	<u>0</u>	<u>44,810,197</u>
TOTAL	<u>994</u>	<u>\$83,583,720</u>	<u>\$8,935,528</u>	<u>(\$1,635,779)</u>	<u>\$90,883,469</u>

**NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET
SUMMARY - ENGINEERING**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Engineering	199	\$16,236,014	\$543,584	(\$9,667,831)	\$7,111,767
<ul style="list-style-type: none"> - Design - Transportation Planning & Environmental Services - Construction Management - Contract Management - Capital Program Management - Tappan Zee Bridge/I-287 Environmental Review 					

**NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET
SUMMARY - MAINTENANCE ENGINEERING**



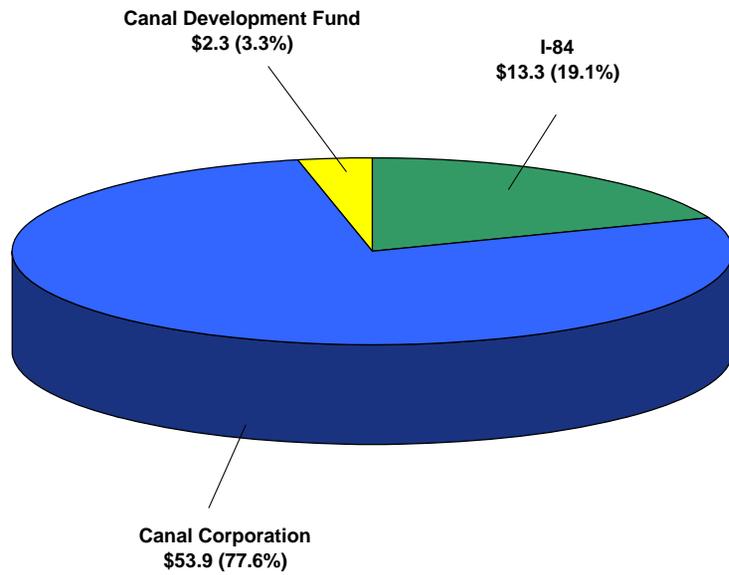
ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Maintenance Engineering, Operations and Programming	1,093	\$61,106,364	\$27,214,580	(\$8,506,289)	\$79,814,655
- Facilities					
- Highway Maintenance					
- Bridge Maintenance					
Equipment and Inventory Management	<u>336</u>	<u>17,744,039</u>	<u>16,926,275</u>	<u>(948,949)</u>	<u>33,721,365</u>
- Equipment Management					
- Inventory Management					
- Intelligent Transportation Systems Maintenance					
TOTAL	<u>1,429</u>	<u>\$78,850,403</u>	<u>\$44,140,855</u>	<u>(\$9,455,238)</u>	<u>\$113,536,020</u>

**NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET**

GENERAL CHARGES

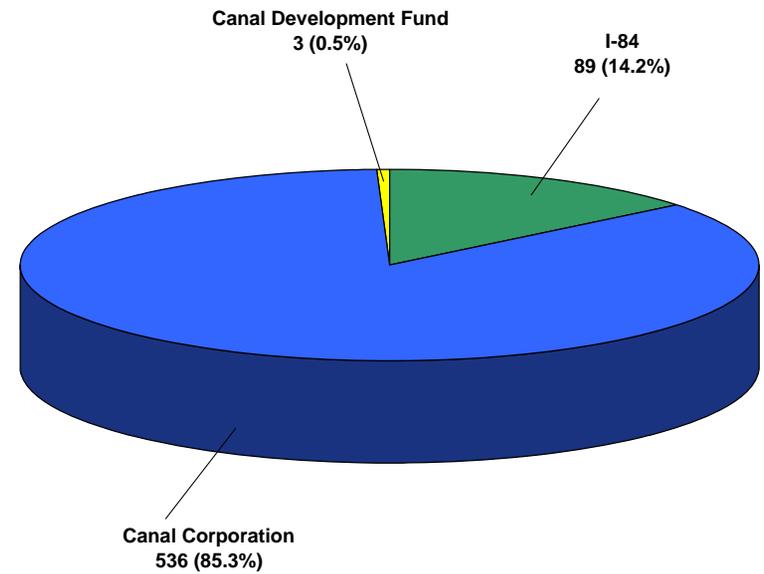
Payroll Benefits	
Health Insurance	\$53,985,000
Pensions - New York State Employees' Retirement System	20,918,000
Social Security Contributions	15,785,000
Employee Benefits Fund	6,523,000
Workers' Compensation Insurance	3,566,200
Unemployment Insurance	338,000
Survivor's Benefits	230,000
Metro Comm Trans Mobility Tax	123,000
Savings on Salaries	(750,000)
Sub-Total	100,718,200
Other	
E-ZPass Account Management	24,400,000
Insurance Premiums and Surety Bonds	4,001,100
Administrative Cost Recovery (due to New York State)	1,042,000
Reimbursement to Civil Service	904,000
Environmental Expense	895,000
Professional Services	739,600
Employee Vacation Leave Expense	350,000
Tuition Assistance	150,000
Employee Safety Equipment	110,000
Inventory Obsolescence Expense	100,000
All Others	(15,316)
Sub-Total	32,676,384
Allocations	
Allocations to Other Funds	(12,576,355)
TOTAL GENERAL CHARGES	\$120,818,229

**2010 OPERATING BUDGET
OTHER AUTHORITY PROJECTS
IN MILLIONS**



TOTAL OPERATING BUDGET: \$69.5 Million

**WORK FORCE
OTHER AUTHORITY PROJECTS**



TOTAL WORK FORCE: 628

NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET
INTERSTATE 84

PERSONNEL SUMMARY	
Maintenance Engineering, Operations and Programming	65
Equipment and Inventory Management	22
Traffic Operations	<u>2</u>
TOTAL PERSONNEL	<u>89</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$3,950,703
Fringe Benefits	2,228,000
Overtime Pay - Regular	467,750
Salaries - Temporary and Extra	173,208
Excess/Bonus Sick and Vac	30,673
Shift Differential	16,325
Overtime Pay - Temporary and Extra	4,500
Salaries Reimbursed Nonfederal	(7,500)
Savings on Salaries	<u>(207,269)</u>
Total Personal Services	<u>6,656,390</u>
MAINTENANCE AND OPERATIONS:	
Snow and Ice Control	903,827
Rentals	884,318
Thruway Roadway	584,000
Automotive - Supplies and Repair Parts	522,000
Fuel	486,750
Special Contractual Services	279,595
Electric	197,500
Buildings	105,500
Telephone	78,558
Repairs Reimbursable by Claim	63,000
Reimbursement to Volunteer Fire Co.	42,500
Janitorial Supplies	39,500
Bridges - Non Contract	37,000
First Aid and Safety Supplies	32,100
Natural Gas	30,000
Clothing Supplies	27,450
Signs	27,000
Perishable Tools	26,650
Overtime Meal Expense	13,350
Automotive - General Expense	13,000
Miscellaneous Maintenance Supplies	12,650
Water	12,500
Clothes Cleaning	10,200
All Others	<u>31,650</u>
Total Maintenance and Operations	<u>4,460,598</u>
ALLOCATIONS AND OTHER:	
Allocations of Thruway Personnel and Fringe Benefits	2,153,892
Equipment not Capitalized	<u>5,000</u>
Total Allocations and Other	<u>2,158,892</u>
TOTAL I-84 (1)	<u>\$13,275,880</u>

(1) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

NEW YORK STATE THRUWAY AUTHORITY
2010 BUDGET
CANAL CORPORATION

PERSONNEL SUMMARY	
Canal Operations	536
Canal Development Fund	<u>3</u>
TOTAL PERSONNEL	<u>539</u>
OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$26,222,111
Fringe Benefits	16,101,700
Salaries - Temporary and Extra	2,090,300
Excess/Bonus Sick & Vacation Buy Back	400,000
Overtime Pay - Regular, Temporary and Extra	228,680
Shift Differential	50,150
Savings on Salaries	<u>(1,053,000)</u>
Total Personal Services	44,039,941
MAINTENANCE AND OPERATIONS:	
Canal Structures and Dam Safety Inspections	2,090,000
Fuel	1,354,600
Waterways	947,306
Special Contractual Services	649,952
Automotive - Supplies and Repair Parts	608,404
Electricity	592,000
Miscellaneous Maintenance Supplies	324,000
Traveling Expense - Regular	305,150
Telephone	241,325
Natural Gas	239,000
Perishable Tools and Equipment	192,700
Rentals	168,609
Floating Plant	165,041
First Aid, Medical and Safety Supplies	159,900
Reimbursement to Civil Service	155,000
Professional Services	100,000
Clothing and Clothing Supplies	94,240
Travel Expense Cars	92,550
Heating Fuel	88,300
Employee Vacation Leave Expense	85,000
Janitorial Expense	74,325
Environmental Expense	72,600
Medical Services	69,308
Employee Safety Equipment	68,275
Water	46,500
Stationary Forms	29,800
Automotive - General Expense	27,500
Training Expense	22,075
Reimbursement of Maintenance Expense	(49,125)
Budget Savings	<u>(317,000)</u>
All Others	129,014
Total Maintenance and Operations	8,826,349
SUPPORT, ALLOCATIONS AND FEDERAL AID:	
Support From Thruway	5,518,169
Projects not Capitalized	851,590
Equipment not Capitalized	165,820
Non-Federal Reimbursement	(186,628)
Allocations to Canal Capital and Canal Development Fund	<u>(5,349,192)</u>
Total Support, Allocations, Federal and Non-Federal Aid, and Projects & Equipment Not Capitalized	999,759
TOTAL CANAL CORPORATION	<u>\$53,866,049</u>
CANAL DEVELOPMENT FUND - Operating	<u>\$2,353,943</u>

BUDGETED PERSONNEL COMPARISON
2009 vs. 2010
New York State Thruway Authority

	2009 Revised	2010 Proposed	Change From Revised	Percent Change
Thruway				
Thruway Authority	2,730	2,701	(29)	-1.1%
State Police Troop T	343	340	(3)	-0.9%
Total Thruway	<u>3,073</u>	<u>3,041</u>	<u>(32)</u>	<u>-1.0%</u>
Interstate 84				
Interstate 84	89	89	-	0.0%
Total Interstate 84	<u>89</u>	<u>89</u>	<u>-</u>	<u>0.0%</u>
Canal Corporation				
Canal Corporation	535	536	1	0.2%
Canal Development Fund	3	3	-	0.0%
Total Canal Corporation	<u>538</u>	<u>539</u>	<u>1</u>	<u>0.2%</u>
Grand Total	<u><u>3,700</u></u>	<u><u>3,669</u></u>	<u><u>(31)</u></u>	<u><u>-0.8%</u></u>

Comparison of Annual Staffing
 Summary of Permanent Budgeted Positions
 From 1995 through 2010
 New York State Thruway Authority

	Budgeted Positions				Change	Cumulative Change Since 1995
	Mainline	I-84	Canal	Total		
1995	3,174	142	557	3,873		
1996	3,032	136	536	3,704	-169	-169
1997	2,913	112	529	3,554	-150	-319
1998	2,873	102	535	3,510	-44	-363
1999	2,868	101	539	3,508	-2	-365
2000	2,851	95	542	3,488	-20	-385
2001	2,881	91	568	3,540	52	-333
2002	2,887	90	556	3,533	-7	-340
2003	2,867	90	555	3,512	-21	-361
2004	2,831	90	553	3,474	-38	-399
2005	2,796	89	551	3,436	-38	-437
2006	2,780	89	544	3,413	-23	-460
2007	2,784	89	544	3,417	4	-456
2008	2,776	89	542	3,407	-10	-466
2009	2,730	89	538	3,357	-50	-516
2010	2,701	89	539	3,329	-28	-544

* Does not include State Police

New York State Thruway Authority

Long-Term Financial Plan

	Revised 2009	Proposed 2010	Estimated 2011	Estimated 2012	Estimated 2013
Toll Revenues	\$611,885,000	\$640,427,000	\$659,478,000	\$679,147,000	\$700,361,000
Other Revenues	29,650,000	31,230,000	32,530,000	32,730,000	32,930,000
Total Revenues	641,535,000	671,657,000	692,008,000	711,877,000	733,291,000
Thruway Operating Expenses	354,677,713	366,718,746	379,655,849	394,642,083	410,227,767
Reserve for Claims and Indemnities	7,325,000	6,000,000	6,000,000	6,000,000	5,000,000
Net Revenue (A)	279,532,287	298,938,254	306,352,151	311,234,917	318,063,233
Debt Service (B)	166,248,672	166,772,418	208,425,579	266,551,886	295,387,266
Net Revenue after Debt Service	113,283,615	132,165,836	97,926,572	44,683,031	22,675,967
Retain for Reserve Maintenance	5,168,983	0	0	0	0
Reserve Maintenance Deposit	36,807,929	30,067,888	0	0	0
Net Available Revenues	81,644,669	102,097,948	97,926,572	44,683,031	22,675,967
Canal Corporation (Net of Federal Aid)	45,957,991	53,866,049	56,615,722	58,613,791	60,873,663
General Reserve Fund Provision - Canal Capital	25,086,945	24,382,499	28,592,960	33,997,966	38,280,615
General Reserve Fund - Subordinate Debt	10,599,733	23,849,400	13,249,667	0	0
Balance	0	0	(531,777)	(47,928,726)	(76,478,311)
Debt Service Coverage Ratio (A/B) *	1.68	1.79	1.47	1.17	1.08
Pay As You Go Percentage	24.5%	21.5%	8.0%	8.1%	11.9%

* Fiscal Management Guidelines require a minimum 1.5 coverage ratio. General Revenue Bond Resolution requires a 1.2 minimum coverage ratio.

** Future action will be required to eliminate future deficits in accordance with the Bond covenants.

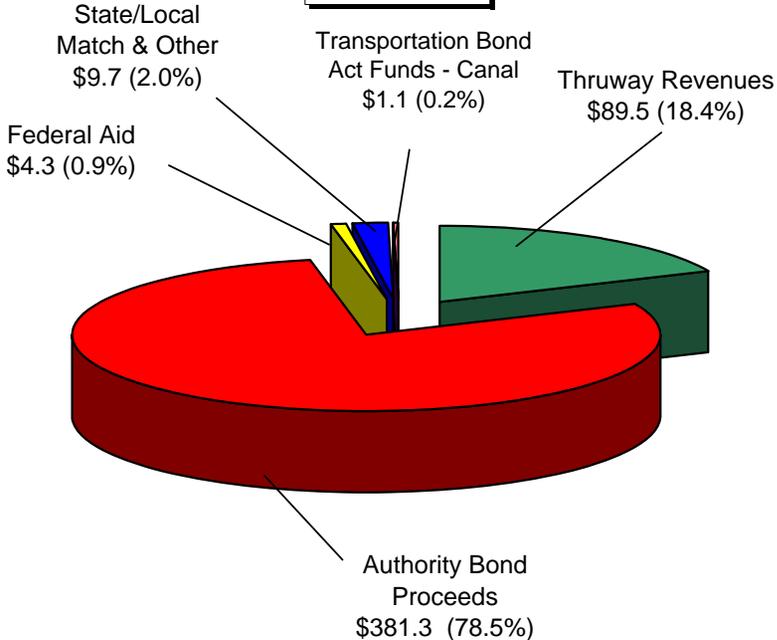
Schedule of Debt Service for Thruway Capital Program
New York State Thruway Authority

	Principal Balance 1/1/10 or when issued	Year of Issuance	ANNUAL DEBT SERVICE PAYMENTS			
			<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Series F	\$ 568,345,000	2005	\$ 52,585,953	\$ 52,581,363	\$ 52,582,075	\$ 52,583,581
Series G	737,120,000	2005	36,962,463	36,966,700	36,969,025	36,965,650
Series H	968,415,000	2007	78,071,263	78,071,663	78,071,463	78,070,713
	PROPOSED					
Series I	1,107,243,791	2011		41,992,965	69,988,275	69,988,275
Series J	471,044,094	2012			31,520,826	31,520,826
Series K	430,890,292	2013			-	30,470,941
Total Annual Debt Service			<u>\$ 167,619,679</u>	<u>\$ 209,612,691</u>	<u>\$ 269,131,665</u>	<u>\$ 299,599,986</u>
Debt Service as a % of Total Revenues				5.3%	7.3%	2.9%
Cumulative Debt Service as a % of Total Revenues			24.8%	30.1%	37.4%	40.3%
Outstanding Debt at end of year			\$ 2,217,305,000	\$ 3,255,027,274	\$ 3,639,264,937	\$ 3,973,392,051

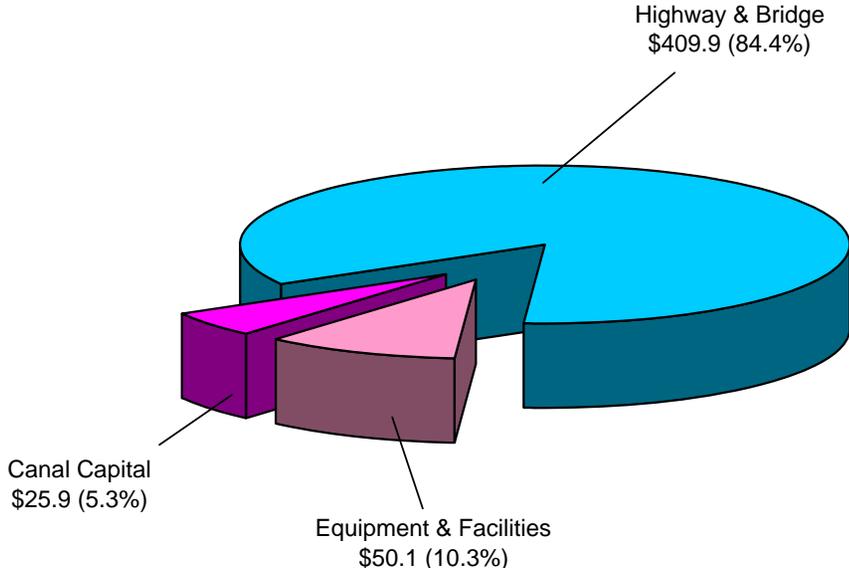
Notes:
The Projected Debt Service is based on issuing 30 year bonds in the amount needed to fund the Thruway Capital Program and assumes it would be issued during the year at an interest rate between 4.75% and 5.75%. Total revenues come from Thruway tolls, concessionaire revenue, interest and other sundry revenue sources that are pledged to debt service. The limit on debt capacity is reached once the debt service coverage ratio drops below 1.2 X coverage.

**FUNDING SOURCES AND USES
2010 CAPITAL PROGRAM BUDGET
TOTAL \$485.9 Million**

SOURCES



USES



**NYS THRUWAY AUTHORITY/CANAL CORPORATION
2010 - 2013 Capital Program Letting List**

New York Division Projects

LETTING		ITEM NO. MILEPOST		PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
YEAR	QTR.				
2010	2	B605.2 MP:	0.00	New York Division: On-Demand Bridge Repair Contract 2010-2011	\$600,000
	2	B2229.2 MP:	0.00	New York Division: Bridge Painting	\$3,000,000
	4	H1070.2 MP:	0.00	New York Division: Pavement Striping - 2011	\$1,100,000
	2	B919.1 MP:	2.20	Cross County Parkway Bridge over Thruway - Deck Repairs and Joint Replacement	\$750,000
	2	B2062.2 MP:	4.06	New York Division: Culvert Repairs	\$2,000,000
	4	A3.1 MP:	6.00	Ardsley Service Area (MP 6.0, NB): Replace Water Supply Main and Demolish Existing Fire Pump Vault	\$1,700,000
	2	B2242.1 MP:	7.84	Thruway Bridge over Route 9A - Deck Rehabilitation and Bearing	\$2,900,000
	1	B905.4 MP:	14.67	Tappan Zee Bridge: Deck Rehabilitation Contract No. 2	\$191,500,000
	4	B946.1 MP:	14.67	Tappan Zee Bridge - Repair Gusset Plates	\$2,500,000
	1	B621.1 MP:	30.18	Exit 15 NB Off Ramp: Bridge Railing/Barrier Extension	\$500,000
	2	B384.1 MP:	34.03	Thruway Bridges over Sloatsburg-Sebago Lake Road: Replacement	\$17,000,000
	2	B435.1 MP:	36.13	Thruway Bridges over East Village Road: Replacement	\$6,000,000
	1	B2232.1 MP:	42.30	MP 42.30: Arden Station Road Bridge over Thruway - Rehabilitation	\$2,700,000
	1	H1006.2 MP:	46.00	Woodbury Barrier (MP 46.0) to Newburgh (Exit17, MP 60.5): Safety Upgrades	\$5,200,000
	4	B426.1 MP:	600.41	I-95 Thruway Bridge over Erksine Place (Bassett Avenue) & RR: Rehabilitation	\$2,000,000
	4	B920.1 MP:	600.55	I-95 Thruway Bridges over Hutchinson River Parkway Extension (NB & SB): Deck Rehabilitation	\$3,250,000
	4	H999.1 MP:	601.10	I-95 NB, Bartow Avenue (Exit 11, MP 601.11): Ramp Traffic Operational Improvement	\$2,950,000
	4	B935.1 MP:	602.37	MP 602.37: Conner Street Bridge over I-95 Thruway: Rehabilitation	\$2,300,000

New York Division Projects

LETTING					CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2010	4	B934.1 MP:	604.63	MP 604.63: I-95 Thruway Bridge over Boston Post Road: Repairs	\$2,000,000
	4	B933.1 MP:	605.39	Centre Avenue Bridge over I-95 Thruway: Rehabilitation	\$1,900,000
	4	B284.3 MP:	605.76	MP 605.76: North Avenue Bridge over Thruway Utilities Transfer (Phase 2)	\$4,000,000
	4	B12.2 MP:	614.93	I-95 Thruway Bridge over Byram River: Deck Rehabilitation and Bridge Painting	\$17,000,000
	4	B2237.1 MP:	641.64	Garden State Parkway Connector Bridges over Williams Road: Deck Rehabilitation	\$2,900,000
2010 Total =					\$284,838,000
2011	4	H1097.1 MP:	0.00	New York Division: Pavement Striping 2012	\$1,100,000
	1	A844.2 MP:	6.00	Ardasley Service Area (MP 6.00) - Roof Replacements	\$500,000
	1	B588.1 MP:	16.75	Install Protective Screening on 8 I-87 Bridges in New York Division	\$300,000
	1	A844.1 MP:	18.80	Nyack Maintenance Garage (MP 18.8) - Roof Replacements	\$500,000
	1	A811.1 MP:	33.00	Ramapo & Sloatsburg Service Area - Wastewater Connection to Municipal System and Demolition of Current System	\$1,450,000
	1	H1096.1 MP:	60.20	Newburgh (Exit 17, MP 60.2) to South of New Paltz (Exit 18, MP 68.0): Pavement Rehabilitation and MP 74.5-76.5 Safety Upgrades Only	\$32,000,000
	1	B2233.1 MP:	65.51	Thruway Bridge over Mill Street - Rehabilitation	\$1,900,000
	2	B69.1 MP:	72.77	Thruway Bridge over Abandoned RR South of New Paltz (Exit 18) - Removal	\$7,000,000
	1	B954.1 MP:	600.17	I-95 Thruway: Bridge Washing - 2011	\$700,000
	1	B581.1 MP:	605.09	I-95 Thruway Viaduct (New Rochelle): Spot/Zone Painting and Steel Repairs	\$7,000,000
	1	B462.1 MP:	608.80	Rockland Avenue Bridge over I-95 Thruway: Deck Rehabilitation	\$1,500,000
	1	B923.1 MP:	609.14	I-95 Bridge over Fenimore Road: Rehabilitation	\$1,500,000
	1	B2225.1 MP:	610.52	West Street Bridge over I-95 Thruway: Deck Rehabilitation	\$1,725,000
	1	B2238.1 MP:	612.94	Central Avenue Bridge over I-95 Thruway: Rehabilitation	\$1,000,000
2011 Total =					\$58,175,000
2012	1	B925.2 MP:	0.00	New York Division: On-Demand Bridge Repair Contract 2012-2013	\$600,000
	4	H1117.1 MP:	0.00	New York Division: Pavement Striping - 2013	\$850,000
	3	H1103.1 MP:	6.00	Ardasley Service Area: Pavement Reconstruction	\$2,500,000

New York Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2012	1	H1127.1 MP:	11.00	I-287 (MP 11.00) to Tappan Zee Bridge Toll Barrier (MP 13.0): Pavement Resurfacing	\$3,500,000
	2	B905.5 MP:	14.67	Tappan Zee Bridge - Substructure Repairs, Phase 3	\$25,000,000
	4	A765.1 MP:	18.80	West Nyack Maintenance Section - Construct One Building to House Division Bridge, Division Highway and Nyack Section	\$3,000,000
	4	A842.1 MP:	33.00	Sloatsburg Service Area Roof Replacement	\$500,000
	1	B889.1 MP:	53.10	MP 53.10: Pleasant Hill Road Bridge over Thruway - Deck and Substructure Rehabilitation	\$2,200,000
	3	B583.1 MP:	58.43	Thruway over Newburgh-Cambell Hall Road (Route 207) - Deck Replacement	\$2,630,000
	4	A843.1 MP:	66.00	Modena Service Area Roof Replacement	\$500,000
	3	B2165.1 MP:	67.86	Route 32 Bridge over Thruway - Rehabilitation	\$2,740,000
	1	B467.1 MP:	600.17	New England Thruway (I-95): Bridge Washing - 2012	\$700,000
	1	B922.1 MP:	604.80	I-95 Thruway Bridges over Kings Highway/Cross County Connection/Cedar Street Interchange: Deck Rehabilitation	\$9,500,000
	4	B284.1 MP:	605.76	North Avenue Bridge over I-95 Thruway (Phase 3): Replacement	\$10,800,000
	4	B596.1 MP:	609.55	Old White Plains Rd over I-95 (New England Thruway) - Deck Rehabilitation and Joint Replacement	\$3,000,000
2012 Total =					\$68,020,000
2013	4	B618.1 MP:	0.00	New York Division Bridge Painting - 2014	\$4,000,000
	4	H1119.1 MP:	0.00	New York Division: Pavement Striping - 2014	\$850,000
	4	H1126.1 MP:	16.00	MP 16.00 - 24.00: Pavement Resurfacing with Full Depth Repairs and Safety Upgrades	\$15,000,000
	1	H1085.1 MP:	29.40	I-287/Route 17S (MP 29.4) to North of Suffern (MP 38.7): Pavement Resurfacing	\$18,000,000
	1	H1125.1 MP:	31.35	I-287 Connector, Exit 15 - Concrete Pavement Repairs	\$2,500,000
	4	B2230.1 MP:	31.78	Thruway Bridges over Conrail, Route 17 and Ramapo River - Rehabilitations	\$16,780,000
	1	H1128.1 MP:	68.00	North of Newburgh (MP 68.0) to South of New Paltz (MP 74.5): Pavement Rehabilitation	\$24,000,000

New York Division Projects

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2013	4	H1124.1 MP: 600.00	New England Thruway, Pelham Parkway (Exit 8B, MP 600.0) to New Rochelle Toll Barrier (MP 606.8): Concrete Pavement Repairs, Various Locations	\$4,000,000
	1	B615.1 MP: 600.17	I-95 Thruway: Bridge Washing - 2013	\$700,000
	1	H853.1 MP: 606.80	I-95 Thruway, New Rochelle Toll Barrier, MP 606.8 to MP 614.1 Port Chester: Pavement Restoration and Seal Joints	\$20,000,000
2013 Total =				\$105,830,000
New York Division Total =				\$516,863,000

Albany Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2010	4	H1070.3 MP:	76.50	Albany Division: Pavement Striping - 2011	\$750,000
	2	H2190.1 MP:	93.80	Kingston (Exit 19, MP 93.8) to Saugerties (Exit 20, MP 100.8): Pavement Resurfacing and Safety Upgrades	\$5,200,000
	2	H56.1 MP:	99.00	South of Saugerties (Exit 20) Northbound (MP 99.0): Drainage Improvements	\$1,500,000
	3	B964.1 MP:	103.16	Steel Repairs to 4 Albany Division Bridges at MP 177.47, MP 182.76, MP 811.35 and MP 103.16	\$500,000
	3	H2179.1 MP:	116.00	South of Catskill (MP 115.6 - 116.0 SB and 115.3 - 116.0 NB): Rock Removal	\$7,500,000
	4	B962.1 MP:	141.36	Normanskill Bridge and MP 801.08: Castleton Bridge - Repair Gusset Plates	\$1,500,000
	2	H1043.1 MP:	141.92	Thruway Headquarters Building and 337 Southern Boulevard Buildings - Resurface Driveways and Parking Lots	\$1,200,000
	4	A814.1 MP:	141.92	Thruway Building at 337 Southern Boulevard - Repair Exterior Concrete Walls and Loading Dock Roof, and Replace Windows	\$750,000
	4	H2034.1 MP:	141.92	I-787 (Exit 23, MP 141.9) to Northway (Exit 24, MP 148.15): Pavement Reconstruction with Congestion Relief	\$115,000,000
	1	H2124.1 MP:	180.00	East of Fultonville (MP 180.0) to West of Canajoharie (MP 197.9): Pavement Resurfacing and Safety Upgrades	\$18,500,000
	4	B622.1 MP:	807.68	Repair 5 Large Culverts on the Berkshire Spur in Albany Division	\$1,100,000
	2	H1069.1 MP:	817.90	Berkshire Thruway, Canaan Toll Barrier (MP 817.9) to Massachusetts State Line (MP 824.3): 1R Mill and Inlay	\$7,500,000
	3	C44.1 MP:	1000.00	Waterford: OCC Stone Retaining Wall - Replacement, Saratoga County	\$350,000
	4	C173.1 MP:	1000.00	Yosts: Movable Dam 9 at Lock E-13 - Rehabilitation, Montgomery County	\$21,000,000
2010 Total =					\$182,350,000
2011	1	B925.3 MP:	76.50	Albany Division: On-Demand Bridge Repair Contract 2011-2012	\$400,000
	1	B951.1 MP:	76.50	Albany Division Bridge Painting - 2011	\$6,000,000
	4	H1098.1 MP:	76.50	Albany Division: Pavement Striping - 2012	\$800,000
	3	B88.1 MP:	91.88	Sawkill Road (County Route 42) Bridge over Thruway - Rehabilitation	\$1,900,000

Albany Division Projects

LETTING					CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2011	1	H2191.1 MP:	121.20	South of Coxsackie (MP 121.2) to I-787 (Exit 23, MP 141.3): Pavement Resurfacing and Safety Upgrades	\$16,500,000
	1	H1112.1 MP:	148.15	Northway (Exit 24, MP 148.1) to Schenectady (Exit 25, MP 153.8): Pavement Resurfacing	\$12,000,000
	3	B117.1 MP:	173.59	Amsterdam (Exit 27) Bridge over Thruway: Replacement with Ramp Realignment	\$8,000,000
				2011 Total =	\$45,600,000
2012	4	H1117.2 MP:	76.50	Albany Division: Pavement Striping - 2013	\$800,000
	2	H2189.1 MP:	86.00	North of New Paltz (MP 86.0) to North of Kingston (MP 93.8): Pavement Resurfacing, including Kingston Interchange Ramps and Plaza	\$10,000,000
	3	A857.1 MP:	134.90	Construct Albany Division Facilities Building	\$3,000,000
	3	H1123.1 MP:	169.20	MP 169.2 to MP 169.9, West of Interchange 26 (Schenectady/Route 5S) - Culvert/Drainage Improvements	\$2,000,000
	1	B943.1 MP:	191.32	Thruway Bridge over Flat Creek - Deck Rehabilitation or Replacement with Painting	\$4,900,000
	4	B958.1 MP:	800.00	Exit 21A Ramp Bridge Over Thruway and Berkshire Thruway Bridge over Conn. RR - Deck Rehabilitation	\$5,500,000
	3	H81.1 MP:	805.70	Berkshire Thruway, West of Exit B-1 (MP 805.7) to Canaan Toll Barrier (MP 817.8): 1R Mill and Inlay, and Exit B-1 Plaza and Ramp Rehabilitation	\$18,250,000
	4	B959.1 MP:	811.34	Berkshire Thruway Bridges (eastbound and westbound) over Kinderhook Creek: Deck Rehabilitations	\$3,000,000
	2	H2178.1 MP:	814.25	Berkshire Thruway, West of Taconic Parkway (MP 814.25 EB): Rock Removal	\$10,000,000
	3	C41.1 MP:	1000.00	Crescent: Guard Gates 1 & 2 - Replace Cables and Rollers, Saratoga County; Crocker Reef: Guard Gate - Replace Cables and Rollers, Washington County	\$1,500,000
	3	C225.1 MP:	1000.00	Fort Plain: Movable Dam 11 at Lock E-15 - Painting, Montgomery County	\$3,710,000
	3	R9.1 MP:	1000.00	Amsterdam: Mohawk River/Erie Canal Pedestrian Bridge - New Construction, Montgomery County	\$12,000,000
	4	C172.1 MP:	1000.00	Amsterdam: Movable Dam 7 at Lock E-11 - Rehabilitation, Montgomery County	\$30,000,000

Albany Division Projects

LETTING						CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION		CONTRACT VALUE
2012	3	T20.1	ALB Div.	Fort Edward to Fort Ann: Canalway Trail, Washington County		\$4,520,000
2012 Total =						\$109,180,000
2013	2	H1122.1 MP:	76.50	New Paltz (Exit 18, MP 76.5) to South of Kingston (MP 86.0): Pavement Resurfacing		\$8,000,000
	4	H1119.2 MP:	76.50	Albany Division: Pavement Striping - 2014		\$800,000
	2	B960.1 MP:	86.98	MP 86.98 - MP 194.1 and MP 809.50 - MP 823.27: 11 Bridges - Joint Replacements and Steel Repairs		\$2,500,000
	4	B961.1 MP:	99.92	Repair 3 Large Culverts on the Mainline in Albany Division		\$1,500,000
	4	H1121.1 MP:	100.80	South of Saugerties (MP 100.8) to North of Saugerties (MP 109.3): Pavement Resurfacing with Resurfacing of Malden Service Area		\$10,000,000
	2	B957.1 MP:	111.13	Thruway Bridges over Kaaterskill Creek and Catskill Creek: Fascia Repairs		\$1,500,000
	1	H1109.1 MP:	153.80	Schenectady (Exit 25, MP 153.8) to Rotterdam (Exit 26, MP 163.3): Pavement Resurfacing with Exit 25 Ramp Work and Resurfacing of Exit 25A Tandem Lot		\$13,000,000
	4	H1120.1 MP:	163.30	Rotterdam (Exit 26, MP 163.3) to East of Amsterdam (MP 170.0): Pavement Resurfacing, including Pattersonville Service Area		\$8,500,000
	4	A858.1 MP:	815.10	Rehabilitate Berkshire Maintenance Section Building		\$1,750,000
	3	C140.1 MP:	1000.00	Scotia: Lock E-8 - Breast Wall & Floor Rehabilitation, Schenectady County		\$5,450,000
	3	C140.2 MP:	1000.00	Scotia: Movable Dam 4 - Rehabilitation, Schenectady County		\$24,525,000
	3	C140.3 MP:	1000.00	Scotia: Lock E-8 - Miter Gate Fabrication, Schenectady County		\$2,779,500
	3	C140.4 MP:	1000.00	Scotia: Lock E-8 Southeast Approach Wall - Rehabilitation, Schenectady County		\$1,500,000
2013 Total =						\$81,804,500
Albany Division Total =						\$418,934,500

Syracuse Division Projects

LETTING				CONSTRUCTION
YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2010	4	H1070.4 MP: 197.90	Syracuse Division: Pavement Striping - 2011	\$750,000
	2	B528.1 MP: 237.33	Thruway Bridge over Mohawk River - Deck Replacement	\$9,000,000
	2	H905.1 MP: 313.80	West of Weedsport (MP 313.8) to Waterloo (Exit 41, MP 320.7): Pavement Resurfacing and Installation of Median Guiderail (MP 316 to MP 320)	\$6,330,000
	2	B482.1 MP: 327.54	Thruway Bridge over Canandaigua Outlet - Deck Rehabilitation	\$2,000,000
	3	A845.1 MP: 350.00	Seneca Service Area Remediation	\$1,400,000
	4	C45.1 MP: 1000.00	Seneca Falls: Lower Miter Gate Replacement - Lock C&S-2, Seneca County	\$1,500,000
2010 Total =				\$20,980,000
2011	1	B930.1 MP: 197.90	Syracuse Division Bridge Painting - 2011	\$2,000,000
	4	H1099.1 MP: 197.90	Syracuse Division: Pavement Striping 2012	\$800,000
	4	H908.1 MP: 240.00	East of Verona (MP 240.0) to Canastota (Exit 34, MP 262.0): Pavement Resurfacing	\$18,000,000
	1	B529.1 MP: 256.78	Thruway Bridge over Lake Street: Deck Replacement	\$4,300,000
	2	H911.1 MP: 284.10	Electronics Parkway (Exit 37, MP 284.1) to I-690 (Exit 39, MP 289.3): Pavement Reconstruction	\$44,000,000
	2	B190.1 MP: 284.74	Thruway Bridge over CSX Railroad (Salina): Rehabilitation	\$2,000,000
	2	B193.1 MP: 288.13	Thruway Bridge over CSX Railroad (Geddes): Rehabilitation	\$2,300,000
	3	B412.1 MP: 337.53	Thruway Bridge (WB) over Canandaigua Outlet: Rehabilitation or Replacement	\$4,700,000
	3	C30.1 MP: 1000.00	Phoenix: Lock O-1 SW Approach Wall - Rehabilitation, Oswego County	\$1,800,000
	4	C57.1 MP: 1000.00	Utica: Taintor Dam - Rehabilitation, Oneida County	\$12,000,000
2011 Total =				\$91,900,000
2012	1	B940.1 MP: 197.90	Syracuse Division: On-Demand Bridge Repair Contract 2012-2013	\$400,000
	4	H1117.3 MP: 197.90	Syracuse Division: Pavement Striping - 2013	\$800,000
	1	A855.1 MP: 210.00	Indian Castle Service Area: Replace Flat Roof	\$500,000
	1	A855.2 MP: 210.00	Indian Castle Service Area: Replace Pitched Roof	\$500,000
	1	B499.1 MP: 238.22	Thruway Bridge over Oriskany Boulevard (Route 69) - Deck Rehabilitation	\$3,000,000

Syracuse Division Projects

LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.			CONTRACT VALUE
2012	1	A859.1 MP: 304.20	Weedsport Maintenance Section (MP 304.2): Construct New Cold Storage Building	\$600,000
	3	C32.1 MP: 1000.00	Brewerton: North Dock Wall - Rehabilitation, Oswego County	\$2,600,000
	4	T6.1 SYR Div.	New London to Stanwix: Canalway Trail, Oneida County	\$1,800,000
2012 Total =				\$10,200,000
2013	1	H1087.1 MP: 197.90	West of Canajoharie (Exit 29, MP 197.9) to Little Falls (Exit 29A, MP 210.3): Pavement Resurfacing	\$10,000,000
	4	B610.1 MP: 197.90	Syracuse Division: Bridge Painting - 2014	\$2,500,000
	4	H1119.3 MP: 197.90	Syracuse Division: Pavement Striping - 2014	\$800,000
	4	B612.1 MP: 210.62	Syracuse Division: Maintenance by Contract Bridge Repairs - 5 Bridges	\$1,500,000
	3	B611.1 MP: 282.93	Interchange 36 Bridge over Thruway: Replacement	\$5,000,000
	4	H1118.1 MP: 320.70	Waterloo (Exit 41, MP 320.70) to Geneva (Exit 42, MP 327.54): Pavement Rehabilitation and Thruway Bridge (MP 326.74) over NYCRR: Rehabilitation	\$20,000,000
	1	A856.1 MP: 324.00	Junius Ponds (MP 324W) and Clifton Springs (MP 337E) Service Areas - Replace Flat and Pitched Roofs	\$800,000
	2	C46.1 MP: 1000.00	May's Point: Movable Dam 18 - Apron Rehabilitation, Seneca County	\$4,000,000
	4	C176.1 MP: 1000.00	Newark: Dive Culvert - Rehabilitation, Wayne County	\$400,000
2013 Total =				\$45,000,000
Syracuse Division Total =				\$168,080,000

Buffalo Division Projects

LETTING					CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2010	4	H1070.5 MP:	350.60	Buffalo Division: Pavement Striping - 2011	\$900,000
	1	B526.1 MP:	352.59	Thruway Bridge over Abandoned NYCRR - Rehabilitation	\$500,000
	1	B937.1 MP:	363.12	West of I-390 (Exit 46) - CIN 363.12001, Culvert Replacement	\$1,700,000
	1	B433.4 MP:	363.95	Thruway Bridge over Livonia, Avon & Lakeville RR - Substructure Repair with Joint Rehabilitation/Replacement	\$1,410,000
	1	B564.2 MP:	364.74	East River Road Bridge over Thruway - Repairs	\$1,000,000
	1	A836.1 MP:	366.00	Upgrade Emergency Generators at Scottsville and Angola Service Areas	\$850,000
	3	A846.1 MP:	366.00	Scottsville Service Area Remediation	\$1,400,000
	2	H1010.2 MP:	393.70	Batavia (Exit 48, MP 393.70) to West of Pembroke (Exit 48A, MP 404.70): Safety Upgrades and Installation of Median Guiderail (MP 395 to MP 405)	\$3,000,000
	2	B526.2 MP:	402.90	Thruway Bridge over Murder Creek - Rehabilitation	\$500,000
	4	B510.2 MP:	430.05	Thruway Bridge over NYCRR/Penn RR - Joint Repairs	\$500,000
	4	H1016.1 MP:	430.51	Lackawanna Toll Barrier (MP 430.51): Toll Barrier Pavement Rehabilitation	\$4,500,000
	1	H873.1 MP:	436.22	Hamburg (Exit 57, MP 436.22): Ramp and Toll Plaza Pavement Rehabilitation	\$1,900,000
	2	H874.1 MP:	438.50	Hamburg (Exit 57, MP 438.5) to East of Silver Creek (MP 451.5): Highway Rehabilitation and Thruway Bridges over Shadagee Road, 18 Mile Creek and Big Sisters Creek: Deck Rehabilitations	\$93,000,000
	2	A860.1 MP:	447.00	Angola Service Area Restaurant (MP 447) - Replace Flat Roof	\$500,000
	2	H876.2 MP:	483.00	East of Westfield (Exit 60, MP 483.0) to Penn. State Line (MP 496.0) Eastbound: Pavement Rehabilitation and Westfield Interchange (Exit 60) Bridge Rehabilitation	\$22,000,000
	4	B947.1 MP:	920.35	MP 920.35 & MP 921.12: North Grand Island Bridges NB and SB - Repair Gusset Plates	\$750,000
	2	C143.1 MP:	1000.00	Rochester: West Guard Lock - Rehabilitation, Monroe County	\$5,500,000
2010 Total =					\$139,910,000

Buffalo Division Projects

LETTING		ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.				CONTRACT VALUE
2011	4	B941.1 MP:	350.60	Buffalo Division: On-Demand Bridge Repair Contract 2012-2013	\$600,000
	4	H2001.1 MP:	350.60	Buffalo Division: Pavement Striping - 2012	\$900,000
	1	H508.1 MP:	378.20	LeRoy (Exit 47, MP 378.2) to West of Batavia (MP 393.7): Pavement Rehabilitation and Safety Upgrades	\$110,000,000
	2	H507.1 MP:	404.70	West of Pembroke (MP 404.7) to Depew (Exit 49, MP 416.9): Pavement Resurfacing and Safety Upgrades	\$10,300,000
	1	B513.1 MP:	415.92	Thruway over Harris Hill Road (MP 415.92) and Transit Road (Route 78) (MP 416.94): Deck Resurfacing and Joints	\$4,100,000
	2	H539.1 MP:	425.80	South of I-190 (Exit 53, MP 425.8) to West Seneca/East Aurora (Exit 54, MP 427.7): Concrete Pavement Restoration	\$4,500,000
	3	B471.3 MP:	453.46	Mile Strip Road Bridge - Rehabilitation	\$2,500,000
	3	B471.2 MP:	454.31	Four Mile Level Road (Route 438) Bridge Replacement	\$4,500,000
	4	B942.1 MP:	467.74	Dunkirk-Fredonia Interchange (Exit 59) Bridge over Thruway: Deck Rehabilitation	\$1,700,000
	1	B945.1 MP:	914.35	South Grand Island Bridges: Bridge Washing 2011	\$400,000
	1	B944.1 MP:	914.99	South Grand Island Bridge Southbound - Deck Rehabilitation and Miscellaneous Bridge Repairs	\$20,000,000
	2	C216.1 MP:	1000.00	Orleans County: Culverts 74/76/89/94/97/102/103 - Repairs, Orleans County	\$1,022,087
	2	C216.2 MP:	1000.00	Orleans County: Banks - Repair Phase 2, Orleans County	\$178,943
	2011 Total =				
2012	2	B619.1 MP:	350.60	Replace Joints on 12 Mainline Bridges in Buffalo Division	\$3,250,000
	4	H1117.4 MP:	350.60	Buffalo Division: Pavement Striping - 2013	\$850,000
	3	B441.1 MP:	380.57	West Bergen Road Bridge over Thruway - Replacement	\$5,200,000

Buffalo Division Projects

LETTING						CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION		CONTRACT VALUE
2012	2	H1089.1	MP: 419.40	Williamsville Toll Barrier (MP 419.4) to West of Williams Street (MP 425.9) and I-190, North of Church Street to Peace Bridge: Highway Resurfacing		\$12,000,000
	3	B531.1	MP: 420.70	Cleveland Drive over Thruway - Bridge Replacement		\$10,000,000
	4	A298.1	MP: 423.19	Walden Avenue, Replace Metal Building M4342 and Replace Facilities Building M4345		\$4,000,000
	1	B620.1	MP: 901.56	Substructure and Bearing Repairs to 6 Niagara Thruway Bridges at MP's 901.56, 901.88, 902.22, 902.99, 903.66 and 906.92		\$2,500,000
	4	A771.1	MP: 913.10	Improvements to Niagara Section Maintenance Building M4931		\$1,750,000
	1	B616.1	MP: 914.35	North and South Grand Island Bridge Washing - 2012		\$800,000
	1	B908.1	MP: 917.27	Whitehaven Road Bridge over I-190 Thruway - Deck Rehabilitation		\$1,300,000
	4	B326.2	MP: 921.12	North Grand Island Bridge Southbound - Deck Replacement		\$60,000,000
	4	T57.1	BUF Div.	Pittsford to Fairport: Canalway Trail - Rehabilitation, Monroe County		\$2,300,000
2012 Total =						\$103,950,000
2013	4	B614.1	MP: 350.60	Buffalo Division: On-Demand Bridge Repair Contract 2014-2015		\$600,000
	4	H1119.4	MP: 350.60	Buffalo Division: Pavement Striping - 2014		\$850,000
	4	B953.1	MP: 422.10	Buffalo Division Bridge Painting - 5 Bridges		\$6,000,000
	4	A797.1	MP: 423.20	Walden Avenue, Improve/Renovate Building M4341		\$3,600,000
	1	B2210.1	MP: 455.54	Silver Creek Interchange (Exit 58) Bridge Deck Rehabilitation		\$1,200,000
	4	B900.1	MP: 458.80	Thruway Bridges over the Silver Creek - Deck Rehabilitation and Substructure Repairs		\$4,900,000
	4	B901.1	MP: 459.90	Thruway Bridges over the Walnut Creek - Deck Rehabilitation and Substructure Repairs		\$4,500,000
	1	B471.1	MP: 460.74	Fredonia-Silver Creek Road, Route 20 over Thruway - Bridge Rehabilitation		\$2,000,000
	1	B617.1	MP: 914.35	North and South Grand Island Bridge Washing - 2013		\$800,000
	4	H2187.1	MP: 915.40	I-190 Niagara Thruway, Beaver Island Parkway (Exit N18B): Ramp Pavement Rehabilitation		\$2,000,000
	4	B558.1	MP: 915.46	Beaver Island State Parkway Bridge over I-190 Thruway: Replacement		\$4,900,000

Buffalo Division Projects

LETTING				CONSTRUCTION	
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2013	3	B907.1	MP: 918.39	Bedell Road Bridge over I-190 Thruway: Deck Rehabilitation and Substructure Repairs	\$1,200,000
	2	C47.1	MP: 1000.00	Rochester: East Guard Lock - Rehabilitation, Monroe County	\$5,000,000
	3	C49.1	MP: 1000.00	Pendleton: Guard Gate 18 - Rehabilitation, Niagara County	\$4,000,000
	4	C217.1	MP: 1000.00	Monroe County: Culverts 50/60 - Repairs, Monroe County	\$500,000
				2013 Total =	\$42,050,000
				Buffalo Division Total =	\$446,611,030

Statewide Projects

LETTING					CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
2010	3	H1082.1	TWY wide	Thruway-wide Culvert Cleaning	\$600,000
	4	C37.1	Canalwide	Statewide: Movable Dams - Fall Protection Systems Installation - Seneca, Herkimer & Montgomery Counties	\$5,700,000
	4	C40.1	Canalwide	Statewide: Marine Vessel - When/Where Recovery Contract	\$2,000,000
	4	B963.1	TWY wide	Statewide: Repairs to Specific Bridges	\$1,500,000
2010 Total =					\$9,800,000
2011	4	I101.1	TWY wide	Systemwide Toll Violation Enforcement System	\$5,000,000
2011 Total =					\$5,000,000
2012	1	C246.1	Canalwide	Statewide: Container Transport Barges - Fabrication	\$2,730,000
	1	H1071.4	TWY wide	Statewide: Pavement Resurfacing at Various Locations - 2012	\$3,000,000
	1	H1106.1	TWY wide	Rock Slope Projects Statewide - 2012	\$1,000,000
	1	H1110.1	TWY wide	Statewide Culvert Repairs - 2012	\$4,000,000
2012 Total =					\$10,730,000
2013	1	H1071.3	TWY wide	Statewide: Pavement Resurfacing at Various Locations - 2013	\$3,000,000
	2	H1108.1	TWY wide	Statewide Culvert Repairs - 2013	\$4,000,000
	4	H1115.1	TWY wide	Rock Slope Projects Statewide - 2013	\$1,000,000
2013 Total =					\$8,000,000
Statewide Total =					\$33,530,000