

**New York State
Thruway Authority**



2011 BUDGET

**New York State
Canal Corporation**

NEW YORK STATE THRUWAY AUTHORITY

NEW YORK STATE CANAL CORPORATION

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Michael R. Fleischer	Executive Director

2011 BUDGET

**ADOPTED AT:
THRUWAY AUTHORITY BOARD MEETING NUMBER 683
RESOLUTION NUMBER 5864
CANAL CORPORATION BOARD MEETING NUMBER CC-170
RESOLUTION NUMBER 528**

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

November 17, 2010

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, 2011.

The overall 2011 Budget represents a total financial commitment of \$1,098.3 million. The 2011 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 and Canals for 2011 total \$447.5 million. The 2011 Budget reflects reductions in discretionary spending accounts and the elimination of 170 additional full-time staff positions, of which 89 positions were eliminated due to the transfer of operation and maintenance responsibilities of I-84 to the New York State Department of Transportation. The Authority has eliminated over 570 permanent Thruway Authority and Canal Corporation positions since 1995.

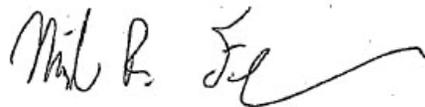
The \$463.6 million Capital Program provides for the critical infrastructure needs of New York's "Main Street" and the Canal System. Significant capital projects funded in 2011 include: additional deck replacement and other repairs on the Tappan

Zee Bridge, continued deck replacement and other structural work on certain Grand Island Bridges, pavement reconstruction from Exit 57 (Hamburg) to 57A (Angola), pavement reconstruction with congestion relief from Exit 23 (Albany-Downtown) to 24 (Albany), 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 2011, the Authority will continue as a self-financing, independent public benefit corporation and will fulfill its mission to operate and maintain the Thruway, Canals, and I-287 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 2011 Budget is based on reasonable assumptions and methods of estimation; and the requirements of the OSC regulations have been satisfied.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Michael R. Fleischer". The signature is written in a cursive style with a long, sweeping underline.

Michael R. Fleischer
Executive Director



New York State Thruway Authority New York State Canal Corporation



Introduction

The New York State Thruway Authority (“Authority”) and its subsidiary, the New York Canal Corporation (“Corporation”), are pleased to present their Revised 2010 Financial Plan, 2011 Budget and Long-Term Financial Plan. The schedules contained herein are designed to provide customers, public officials, stakeholders and the general public with detailed financial information regarding the important operational and capital investments the Authority and Corporation plan to make in the current and ensuing fiscal years.

Overview of the Authority and Corporation

The Authority, 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 Thruway System. The Thruway System is a 570-mile superhighway 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. The Thruway also 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.

State legislation transferred responsibility and day-to-day operations for the 524-mile Canal System from the state Department of Transportation (“NYSDOT”) to the Authority in 1992. The 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 Canal System forms an extensive transportation network providing intermodal linkages within and beyond the state’s borders and 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 principal goal of the Authority’s annual budget process is to construct a plan that is consistent with the Authority’s strategic goals. The Authority’s strategic plan has long served as the foundation in which staff and the Authority Board have planned and made decisions on the allocation of important, and often scarce, capital resources. The Authority’s strategic plan



New York State Thruway Authority New York State Canal Corporation



identifies the three principal goals: maintaining high levels of customer service and safety; maintaining infrastructure and deliver the capital program; and enhancing efficiency and effectiveness.

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 Authority's Budget. Following the issuance of the Budget Call Letter, the Authority's Budget Office, in the 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 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 analyzed 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 90 days prior to the beginning of the fiscal year and within 30 days of 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

In constructing the annual budget, 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



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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 are 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 trends 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 revenue items that collectively make up a very



New York State Thruway Authority New York State Canal Corporation



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 2010 Budget was first approved by the Authority Board in November 2009. In July 2010, the Authority Board adopted an Early Retirement Incentive Program that is anticipated to reduce staffing levels and generate significant savings to the Authority. In addition, the Authority received updated toll revenue and traffic projections from its Traffic Engineer that slightly changed estimated traffic due to the continuing effects of the slowdown in the economy. In addition, interest rate earnings have also been reduced due to a lower level of funds available for investment and low interest rates. However, operating cost containment measures that include strict hiring controls and significant limits on discretionary spending remain in effect and savings relative to lower fuel prices are being realized. Finally, the operation and maintenance responsibilities for Interstate 84 ("I-84") were turned over to NYSDOT effective October 11, 2010. This does not have a fiscal impact on the overall budget, as all costs relative to the operation and maintenance of I-84 have been fully reimbursed by NYSDOT since October 30, 2007.

NEW YORK STATE THRUWAY AUTHORITY

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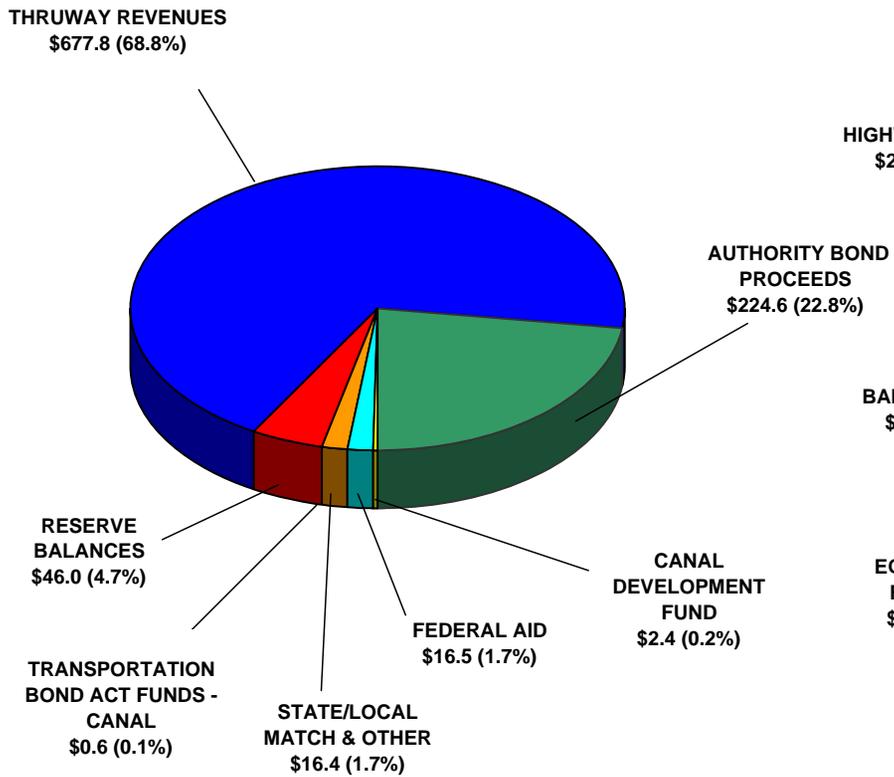
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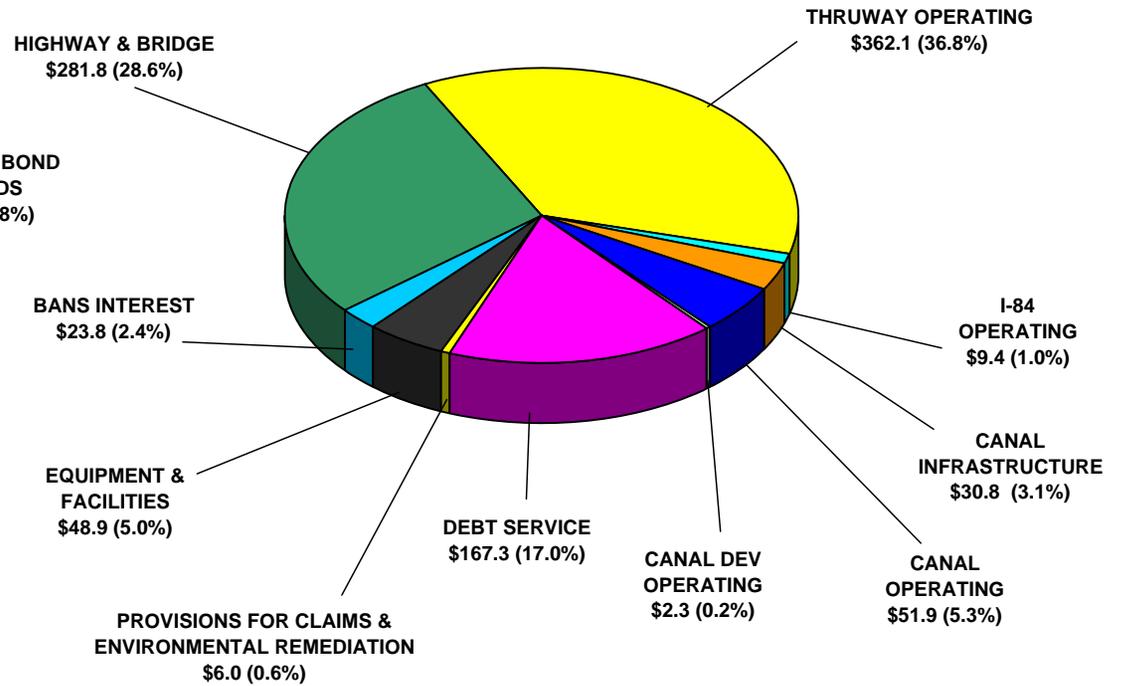
2010 REVISED BUDGET FUNDING SOURCES AND USES

Total \$984.3 Million

SOURCES



USES



**2010 REVISED 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	362,126,476	362,126,476							362,126,476
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	167,336,694	167,336,694							167,336,694
<u>Capital Program</u>									
Highways/Bridges	281,758,856	41,408,608	5,000,000	224,059,585	4,975,885	6,314,778			281,758,856
Architectural (Facilities)	8,402,017	8,167,975			226,889	7,153			8,402,017
Equipment & Systems/ITS	40,480,118	859,368	35,000,000		3,920,750	700,000			40,480,118
Canal Capital	30,796,926	21,896,597	6,000,000	584,189	1,731,347		562,293	22,500	30,796,926
Total Capital Program	361,437,917	72,332,548	46,000,000	224,643,774	10,854,871	7,021,931	562,293	22,500	361,437,917
<u>Other Authority Projects</u>									
Canal Operating	51,864,682	46,188,882			5,675,800				51,864,682
Canal Dev. - Operating	2,353,943							2,353,943	2,353,943
Interstate I-84 (1)	9,360,054					9,360,054			9,360,054
BANS	23,849,400	23,849,400							23,849,400
Grand Total	984,329,166	677,834,000	46,000,000	224,643,774	16,530,671	16,381,985	562,293	2,376,443	984,329,166

(1) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation (NYSDOT). Effective October 11, 2010, the Authority turned over all operation and maintenance responsibilities for I-84 to NYSDOT.

**Comparison of 2010 Budget to Revised Financial Plan
New York State Thruway Authority
(in millions)**

	<u>2010 Budget</u>	<u>Revised Financial Plan</u>	<u>Financial Impact</u>
REVENUES			
Toll Revenue	\$640.4	\$641.8	\$1.4
Concessions	13.2	12.5	-0.7
Interest	2.0	0.4	-1.6
Sundry	<u>16.1</u>	<u>16.1</u>	<u>0.0</u>
	671.7	670.8	-0.9
Retain for Capital Program	0.0	7.0	7.0
EXPENSES (1)			
Departmental Operating Expenses	242.5	235.5	7.0
Undistributed Charges	120.8	123.6	-2.8
Projects & Equipment not Capitalized	<u>3.4</u>	<u>3.0</u>	<u>0.4</u>
Operating Expenses - TWY	366.7	362.1	4.6
Debt Service	166.8	167.4	-0.6
Other Authority Projects (net of Federal Aid)	53.9	46.2	7.7
General Reserve Provision - Canal Capital	24.4	21.9	2.5
General Reserve Provision - Subordinate Debt	<u>23.8</u>	<u>23.8</u>	<u>0.0</u>
Subtotal	36.1	56.4	20.3
Deposit to Reserve Maintenance Fund	30.1	50.4	-20.3
Provision for Public Liab. Claims & Indem.	2.0	2.0	0.0
Provision for Environmental Remediation	4.0	4.0	0.0
Balance	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>

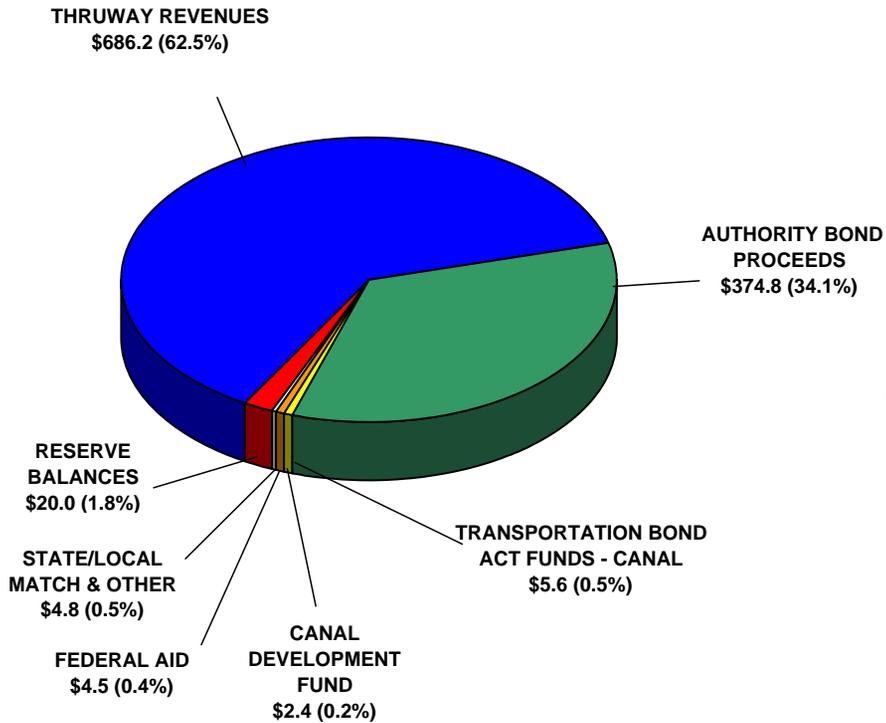
2010 Revised Financial Plan
New York State Thruway Authority
(in millions)

2010 Adopted Budget - Thruway Operating Expenses	\$366.7
Revised Financial Plan Adjustments:	
Allocations	5.4 Decrease in personal service and fringe benefit allocations due to reduced personal service costs and fewer capital projects
Administrative Cost Recovery	3.0 Increased rate based on new calculation
Professional Services	0.5 Increase in contracts for organizational efficiency review and traffic and revenue projections
Automotive Repairs/Parts	0.3 Higher than projected expenditures due to aging fleet
Traffic Control Safety Supplies	0.2 Increase for roll up signs for traffic control
Special Contracts	(0.2) Savings in armored car contracts
Maintenance & Repair to Equipment	(0.3) Savings in hardware/software maintenance
Insurance Premiums	(0.3) Savings in General Liability and Bridge Master policies
Projects not capitalized	(0.4) Savings in various traffic studies
Highway Operating Contracts	(1.0) Lower than projected pavement marking & culvert cleaning costs
Fuel	(1.9) Lower than projected fuel prices
Health Insurance	(2.6) Premium rates lower than originally projected
Retirement Incentive Program Savings	(2.9) Salaries and benefits
Salary Savings	(3.6) Savings due to vacancies and elimination of positions
Miscellaneous	(0.8) Miscellaneous adjustments to various accounts
 2010 Revised Thruway Operating Budget	 <u>\$362.1</u>
 2010 Adopted Budget - Other Authority Projects	
(net of Federal Aid)	\$53.9
Revised Financial Plan Adjustments:	
Automotive Repairs/Parts	0.3 Higher than projected expenditures due to aging fleet
Projects from Savings	0.3 Elimination of savings line due to reductions in other accounts
Workers' Compensation	(0.1) Premiums lower than originally projected
Electric	(0.1) Rates lower than projected
Benefits Reimbursed by Feds	(0.1) Medicare credits
Salary Savings	(0.2) Savings due to vacancies and elimination of positions
Projects not Capitalized	(0.2) Utica Harbor remediation project
Fuel	(0.5) Lower than projected fuel prices
Health Insurance	(0.6) Premium rates lower than originally projected
Retirement Incentive Program Savings	(0.7) Salaries and benefits
Miscellaneous	(0.1) Miscellaneous adjustments to various accounts
Federal Reimbursement	(5.7) Fed aid never received in 2009 will be received in 2010
 2010 Revised Other Authority Projects Operating Budget	
(net of Federal Aid)	<u>\$46.2</u>

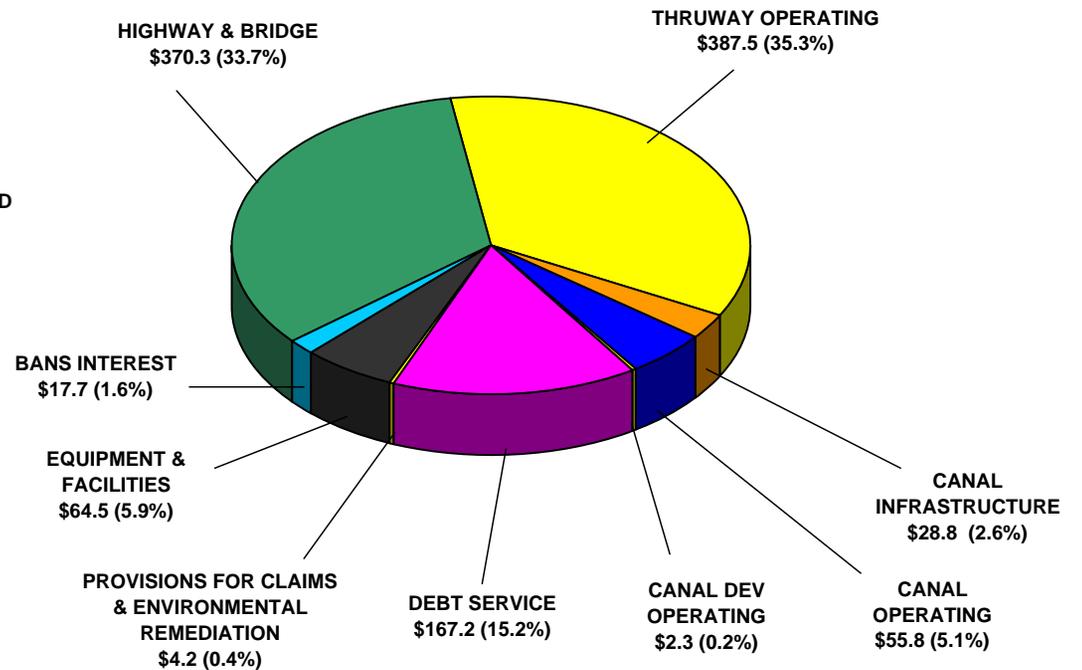
2011 BUDGET FUNDING SOURCES AND USES

Total \$1,098.3 Million

SOURCES



USES



Note: The 2010 Revised Budget was \$984.3 million.

**2011 BUDGET - Sources and Uses of Funds
New York State Thruway Authority**

Use of Funds	
Category	Amount

Source of Funds							
2011 Thruway Revenues	Prior Year Reserve Balances	Bond Proceeds	Federal Funds	Other Funds	Canal State Bond Act	Canal Devel. Fund	Total

Operating Expenses	387,536,374	387,536,374						387,536,374	
Provision for Claims	2,000,000	2,000,000						2,000,000	
Provision for Env Rem	2,235,000	2,235,000						2,235,000	
Debt Service	167,196,669	167,196,669						167,196,669	
<u>Capital Program</u>									
Highways & Bridges	370,293,512		364,991,279	1,218,515	4,083,718			370,293,512	
Architectural (Facilities)	13,393,197	13,393,197						13,393,197	
Equipment & Systems/ITS	51,110,278	17,319,132	20,000,000	9,818,226	3,272,920	700,000		51,110,278	
Canal Capital	28,823,506	23,159,038				5,584,034	80,434	28,823,506	
Total Capital Program	463,620,493	53,871,367	20,000,000	374,809,505	4,491,435	4,783,718	5,584,034	80,434	463,620,493
<u>Other Authority Projects</u>									
Canal Operating	55,744,590	55,744,590						55,744,590	
Canal Dev. - Operating	2,322,584						2,322,584	2,322,584	
BANS	17,650,000	17,650,000						17,650,000	
Grand Total	1,098,305,710	686,234,000	20,000,000	374,809,505	4,491,435	4,783,718	5,584,034	2,403,018	1,098,305,710

Flow of Funds
General Revenue Bond Resolution
For the Years 2009, 2010 and 2011
New York State Thruway Authority

	2009 Actual	2010 Budget	2010 Revised	2011 Budget	Change from Revised	Percent Change
Revenues						
Tolls	\$611,641,920	\$640,427,000	\$641,879,000	\$656,724,000	\$14,845,000	2.31%
Concessions	12,552,518	13,180,000	12,500,000	12,810,000	310,000	2.48%
Interest	1,033,281	2,000,000	400,000	500,000	100,000	25.00%
Sundry	13,093,918	16,050,000	16,055,000	16,200,000	145,000	0.90%
Total	<u>638,321,637</u>	<u>671,657,000</u>	<u>670,834,000</u>	<u>686,234,000</u>	<u>15,400,000</u>	<u>2.30%</u>
CWE Debt Service	0	0	0	0	0	0.00%
Available Revenues	<u>638,321,637</u>	<u>671,657,000</u>	<u>670,834,000</u>	<u>686,234,000</u>	<u>15,400,000</u>	<u>2.30%</u>
Operating Expenses						
Departmental Operating Expenses	225,574,611	242,485,099	235,524,713	242,380,505	6,855,792	2.91%
Undistributed Charges	112,771,844	120,818,229	123,574,173	141,864,770 (1)	18,290,597	14.80%
Equipment under \$5,000	650,986	1,104,795	1,104,795	1,165,370	60,575	5.48%
Projects not Capitalized	328,354	2,310,623	1,922,795	2,125,729	202,934	10.55%
Total	<u>339,325,795</u>	<u>366,718,746</u>	<u>362,126,476</u>	<u>387,536,374</u>	<u>25,409,898</u>	<u>7.02%</u>
Operating Reserves						
Reserve for Claims & Indem	3,000,000	2,000,000	2,000,000	2,000,000	0	0.00%
Reserve for Envir. Remediation	4,325,000	4,000,000	4,000,000	2,235,000	(1,765,000)	-44.13%
Total	<u>7,325,000</u>	<u>6,000,000</u>	<u>6,000,000</u>	<u>4,235,000</u>	<u>(1,765,000)</u>	<u>-29.42%</u>
Total Operating Expenses And Operating Reserves	<u>346,650,795</u>	<u>372,718,746</u>	<u>368,126,476</u>	<u>391,771,374</u>	<u>23,644,898</u>	<u>6.42%</u>
Adj. To Net Revenues	238,577					
Debt Service						
General Revenue Bonds	166,273,037	166,772,418	167,336,694	167,196,669	(140,025)	-0.08%
Retained for Capital Program	(1,831,017)		7,000,000		(7,000,000)	0.00%
Net Revenue	<u>123,805,365</u>	<u>132,165,836</u>	<u>142,370,830</u>	<u>127,265,957</u>	<u>(15,104,873)</u>	<u>-10.61%</u>
Reserve Maint. Provisions						
Equipment and Facilities	19,465,993	10,127,866	9,027,343	30,712,329	21,684,986	240.21%
Highway and Bridge	15,000,000	19,940,022	41,408,608	0	(41,408,608)	
Total	<u>34,465,993</u>	<u>30,067,888</u>	<u>50,435,951</u>	<u>30,712,329</u>	<u>(19,723,622)</u>	<u>-39.11%</u>
Other Authority Projects						
Canals - Operations and Support	33,652,232	36,740,887	35,765,551	36,496,357	730,806	2.04%
Undistributed Charges	14,755,435	16,107,752	15,293,886	18,321,504	3,027,618	19.80%
Equipment under \$5,000	112,754	165,820	165,820	106,260	(59,560)	-35.92%
Projects not Capitalized	3,728,868	851,590	639,425	820,469	181,044	28.31%
Less:						
Federal/Other Aid for Operations	(3,514,080)	0	(5,675,800)	0	5,675,800	
Interstate 84	11,194,996	13,275,880	9,360,054	0 (2)	(9,360,054)	-100.00%
Less:						
Reimbursement from DOT/DSP for I-84	(11,277,511)	(13,275,880)	(9,360,054)	0	9,360,054	0.00%
Total	<u>48,652,694</u>	<u>53,866,049</u>	<u>46,188,882</u>	<u>55,744,590</u>	<u>9,555,708</u>	<u>20.69%</u>
General Reserve Fund						
Canal Capital	25,086,945	24,382,499	21,896,597	23,159,038	1,262,441	5.77%
BANS Interest Expense	10,599,733	23,849,400	23,849,400	17,650,000	(6,199,400)	0.00%
	<u>35,686,678</u>	<u>48,231,899</u>	<u>45,745,997</u>	<u>40,809,038</u>	<u>(4,936,959)</u>	<u>-10.79%</u>
Balance/Working Capital	<u>\$5,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	

(1) Includes \$3.4 million for the estimated 2011 early retirement incentive surcharge payment.

(2) Effective October 11, 2010, the Authority turned over all operation and maintenance responsibilities for I-84 to the New York State Department of Transportation.

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

	2009 Actual	2010 Revised	2011 Budget	Amount of Change	Percent Change
Toll Revenue					
Passenger	\$400,822,351	\$410,790,000	\$416,832,000	\$6,042,000	1.47%
Commercial	210,819,569	231,089,000	239,892,000	8,803,000	3.81%
Total	<u>611,641,920</u>	<u>641,879,000</u>	<u>656,724,000</u>	<u>14,845,000</u>	<u>2.31%</u>
Concession Revenue					
Gas Stations	2,507,931	2,500,000	2,600,000	100,000	4.00%
Total	<u>2,507,931</u>	<u>2,500,000</u>	<u>2,600,000</u>	<u>100,000</u>	<u>4.00%</u>
Restaurants	10,044,587	10,000,000	10,210,000	210,000	2.10%
Total	<u>10,044,587</u>	<u>10,000,000</u>	<u>10,210,000</u>	<u>210,000</u>	<u>2.10%</u>
Total Concession	<u>12,552,518</u>	<u>12,500,000</u>	<u>12,810,000</u>	<u>310,000</u>	<u>2.48%</u>
Sundry Revenue					
Interest - Revenue Fund	1,033,281	400,000	500,000	100,000	25.00%
Special Hauling Permits	1,791,177	1,850,000	1,950,000	100,000	5.41%
Permits & Other	11,302,741	14,205,000	14,250,000	45,000	0.32%
Total	<u>14,127,199</u>	<u>16,455,000</u>	<u>16,700,000</u>	<u>245,000</u>	<u>1.49%</u>
 Grand Total	 <u>\$638,321,637</u>	 <u>\$670,834,000</u>	 <u>\$686,234,000</u>	 <u>\$15,400,000</u>	 <u>2.30%</u>

November 3, 2010

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 Toll Revenue Forecast for 2010 - 2015

Dear Mr. Bryan:

In response to your recent request, we have updated our traffic and toll revenue projections for the years 2010 to 2015. The update incorporated the most recent data available through September 2010, and we re-estimated the traffic models incorporating this data. Doing so allows us to further improve the accuracy of our model in predicting the impacts of economic conditions and, if necessary, effects of toll rate changes.

In addition to the refinements in the model itself, our updated forecasts reflect updates to the financial and economic indicators that are the key generators of Thruway traffic. Our forecasting approach involves:

- Analysis of historical traffic and revenue trends for the entire system with detail by specific sections;
- Changes in vehicle classification and pricing implemented in 2005;
- The toll rate and discount program implemented in July 2008 through January 2010; and
- Updated projections of travel behavior associated with regional and national economic conditions.

1. TRAFFIC & REVENUE FORECAST

The revised forecast is consistent with our previous submittal, with slight revision upwards for 2010, 2011, 2012 and 2013. In 2010 we now forecast revenues of \$641.9 million rather than the previous \$638.8 million. By end 2013 our revised forecast is for revenues of \$703.1 rather than the previous revenues of \$701.2. For 2014 and 2015 our revised forecasts are slightly lower than previously reported, reflecting lower growth in both the ticket and barrier passenger vehicles.

The revision through the end of 2013 includes higher than previously forecast commercial revenues and slightly higher passenger vehicle revenues on the ticket system. The reasons for the revisions are due to small revisions in the economic forecasts input into the traffic model: Industrial production (a key generator of truck traffic) has been growing at a slightly higher rate than previously forecast.

Additionally we made a minor adjustment to the passenger vehicle model that improves the model fit and reliability of forecasts. The change involved adding a driver variable, household consumption, to the models. This improves model fit and also reflects the fact that a high proportion of trips are tied to non-commuting purposes. An immediate result of the change is that forecasts for passenger vehicles on the barrier system, while lower, are now more reflective of past responses to economic changes.

The toll schedules and discount rates that became effective in January 2005, July 2008, January 2009 and January 2010 have been taken into account in our analysis and are reflected in our current traffic and revenue projections. Our base toll revenue and traffic projections are summarized in Table 1 and Table 2.

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

Year	Passenger Cars		Commercial Vehicles			Total	Growth
	Control	Barrier	Control	Barrier	Vol. Disc		
2008 ^a	\$ 193,809	\$ 153,269	\$ 187,019	\$ 50,309	\$ (21,693)	\$ 562,713	3.7%
2009 ^a	\$ 214,958	\$ 185,864	\$ 180,719	\$ 51,278	\$ (21,178)	\$ 611,642	8.7%
2010	\$ 218,834	\$ 191,956	\$ 195,854	\$ 56,004	\$ (20,769)	\$ 641,879	4.9%
2011	\$ 222,998	\$ 193,834	\$ 202,648	\$ 58,300	\$ (21,056)	\$ 656,724	2.3%
2012	\$ 229,295	\$ 196,657	\$ 216,315	\$ 61,621	\$ (21,728)	\$ 682,160	3.9%
2013	\$ 235,113	\$ 199,010	\$ 228,042	\$ 63,400	\$ (22,423)	\$ 703,141	3.1%
2014	\$ 239,842	\$ 200,830	\$ 235,939	\$ 63,970	\$ (23,141)	\$ 717,439	2.0%
2015	\$ 243,716	\$ 202,499	\$ 241,770	\$ 64,365	\$ (23,505)	\$ 728,845	1.6%

Sources: NYSTA and HDR Decision Economics

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		
2008 ^a	125,516	96,476	16,860	9,685	248,538	-2.9%
2009 ^a	128,230	94,281	15,367	8,841	246,719	-0.7%
2010	129,161	93,933	15,660	9,131	247,884	0.5%
2011	131,358	94,851	16,203	9,506	251,918	1.6%
2012	134,828	96,232	17,296	10,047	258,403	2.6%
2013	138,020	97,384	18,233	10,337	263,974	2.2%
2014	140,623	98,274	18,865	10,430	268,191	1.6%
2015	142,894	99,090	19,331	10,494	271,809	1.3%

Sources: NYSTA and HDR Decision Economics

Notes: a. Actual traffic

Numbers may not add due to rounding

In summary:

- Total revenues are forecasted to grow by 4.9% in 2010 and by 2.3% in 2011. The higher growth in 2010 primarily reflects this year's toll increase, as expected.

- Total revenue growth will accelerate in 2012 and 2013, reflecting the view contained in most economic forecasts that national and regional growth rates will be higher. Our revised revenue growth forecast for those years are 3.9% in 2012 and 3.1% in 2013, essentially the rates previously forecast.
- As we forecast previously, the decline in commercial traffic reversed with the onset of economic recovery. Commercial traffic, which had declined significantly in 2008 and 2009, is generating 66% of the revenue growth for 2010.
- We now forecast slightly lower growth in 2014 and 2015 than previously. This reflects a view that overall domestic growth will slow but trade will remain buoyant. This will result in favorable growth in industrial production, with some build-up in inventories. This combination of factors results in a faster commercial vehicle growth on the ticket system than on the barrier system, with the former more closely tied to traded goods.
- Economic conditions continue to be associated with uncertainty, and evolving conditions should continue to be monitored with regularity.

As always, we 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



Pierre Vilain, Ph.D.
Vice President

cc. Dorraine Steele, Director of Fiscal Audit and Budget

August 12, 2010

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 Toll Revenue Forecast for 2010 - 2015

Dear Mr. Bryan:

In response to your recent request, we have updated both our traffic and revenue model and our traffic and toll revenue projections for the years 2010 to 2015. The update incorporated the most recent data available through May 2010. In addition to the refinements in the model itself, our updated forecasts reflect updates to the financial and economic indicators that are the key generators of Thruway traffic. Our forecasting approach involves:

- Analysis of historical traffic and revenue trends for the entire system with detail by specific sections;
- The January 2010 toll rate and discount adjustments; and
- Updated projections of travel behavior associated with regional and national economic conditions.

1. TRAFFIC & REVENUE FORECAST

The revised forecast is consistent with our previous submittal, with slight revision downwards for both 2010 and 2011. In 2010 we now forecast revenues of \$638.8 million rather than the previous \$640.4 million. The revision includes higher than previously forecast commercial revenues but lower passenger vehicle revenues. The reasons for the revisions are due to slight revisions in the economic forecasts input into the traffic model: Industrial production (a key generator of truck traffic) has been growing at a slightly higher rate than previously forecast, while regional employment (a key generator of passenger vehicle traffic) has been more sluggish.

The same explanation holds for our downward revision of 2011 revenue growth from 3% to 2.4%: Industrial production will continue to grow, and inventories (another predictor of commercial traffic) will be drawn down, driving truck traffic growth. However, as continues to be documented in economic updates from the New York State Department of Labor, industrial production growth (which was starting from a very low level due to the recession) has not resulted yet in a commensurate growth in regional employment. This trend is seen as persisting into early 2011, explaining a sluggish 1.1% growth in revenues from passenger vehicles in 2011.

In summary:

- Total revenues are forecasted to grow by 4.4% in 2010 (from \$611.6 million in 2009 to \$638.8 million in 2010); and by an additional 2.4% in 2011.
- Traffic growth in 2010 will be 0.6% according to our modeling. The effect of the toll increase in January dampened growth somewhat, as expected.
- As we forecast last year, the decline in commercial traffic reversed with the onset of economic recovery. Commercial traffic, which had declined significantly in 2008 and 2009, is generating 61% of the revenue growth for 2010.

Our base toll revenue and traffic projections are summarized in Table 1 and Table 2.

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

Year	Passenger Cars		Commercial Vehicles			Total	Growth
	Control	Barrier	Control	Barrier	Vol. Disc		
2008 ^a	\$ 193,809	\$ 153,269	\$ 187,019	\$ 50,309	\$ (21,693)	\$ 562,713	3.7%
2009 ^a	\$ 214,958	\$ 185,864	\$ 180,719	\$ 51,278	\$ (21,178)	\$ 611,642	8.7%
2010	\$ 218,088	\$ 193,006	\$ 193,741	\$ 54,727	\$ (20,769)	\$ 638,794	4.4%
2011	\$ 220,912	\$ 194,874	\$ 202,826	\$ 56,751	\$ (21,056)	\$ 654,307	2.4%
2012	\$ 227,910	\$ 200,570	\$ 215,271	\$ 58,713	\$ (21,728)	\$ 680,735	4.0%
2013	\$ 234,664	\$ 206,481	\$ 223,030	\$ 59,492	\$ (22,423)	\$ 701,245	3.0%
2014	\$ 241,128	\$ 211,965	\$ 229,097	\$ 60,207	\$ (23,141)	\$ 719,256	2.6%
2015	\$ 245,038	\$ 214,785	\$ 234,820	\$ 61,026	\$ (23,505)	\$ 732,166	1.8%

Sources: NYSTA and HDR Decision Economics

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		
2008 ^a	125,516	96,476	16,860	9,685	248,538	-2.9%
2009 ^a	128,230	94,281	15,367	8,841	246,719	-0.7%
2010	128,721	94,975	15,491	9,043	248,229	0.6%
2011	130,130	95,894	16,217	9,379	251,620	1.4%
2012	134,013	98,698	17,212	9,703	259,626	3.2%
2013	137,757	101,607	17,832	9,831	267,028	2.9%
2014	141,377	104,306	18,318	9,950	273,950	2.6%
2015	143,669	105,694	18,775	10,085	278,223	1.6%

Sources: NYSTA and HDR Decision Economics

Notes: a. Actual traffic

Numbers may not add due to rounding

Looking out further we forecast a higher rate of revenue growth for 2012, at 4%. This reflects the view, reflected in forecasts, that hiring will eventually catch up to the rebounding industrial production, leading to higher employment growth in all Thruway markets. This will be followed by 3% revenue growth in 2013. Thereafter economic growth is seen as slowing, leading to 2.6% revenue growth in 2014 and 1.8% in 2015. The lower growth in 2015 reflects a view that industrial production will slow in that year after five years of relatively fast

growth. For comparisons, total revenues experienced an average annual growth rate of about 3.9 % between 1996 and 2002 and an average annual growth rate of 4.9 % between 2002 and 2008.

2. FACTORS INFLUENCING THE 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. We then review some of the determinants of travel demand, which, based on our analysis, 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.

a. Recent Changes in Travel

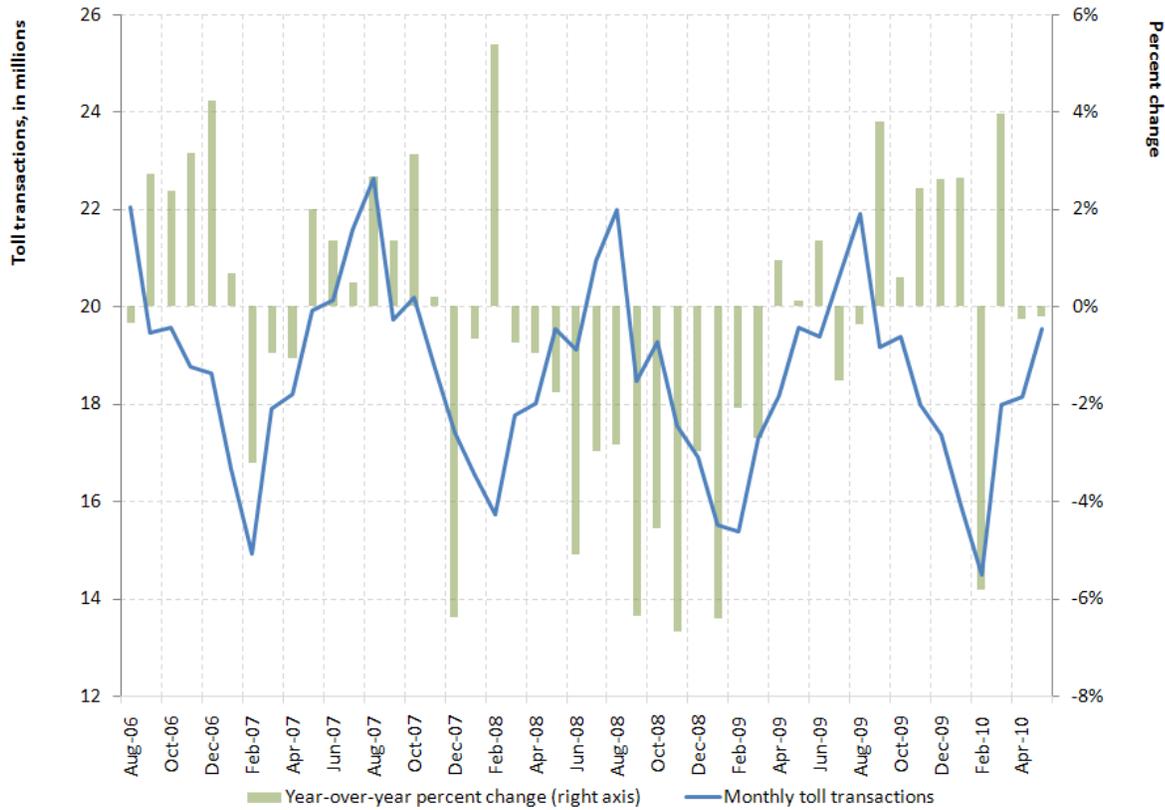
Figure 1 below shows monthly variations in passenger vehicle traffic from August 2006 through May 2010. Table 3 provides a breakdown of annual traffic for 2008, 2009 and the first five months of 2010, by section and facility.

After thirteen consecutive months of decline, passenger vehicle traffic grew in April, May and June 2009, on a year-on-year basis. Traffic then declined in July and August, but grew thereafter other than for a decline February 2010 (which is primarily a response to the January toll increase). Traffic was then stagnant for April and May of this year.

Table 3 illustrates the contrasting performance of the ticket system, which has been growing, and the bridges and barriers. Our statistical analysis suggests that weak employment growth in metropolitan region is primarily responsible for slow growth on the barrier system.

Figure 2 below illustrates monthly variations in commercial vehicle traffic from August 2006 through May 2010. Table 4 provides a breakdown of annual traffic by section and facility. Commercial vehicle traffic had been declining continuously on a year-to-year basis since May 2008 until a strong growth performance in March 2010. Growth has persisted through April and May, and this growth has been consistent on all segments of the Thruway.

Figure 1: Monthly Passenger Vehicle Traffic, August 2006 – May 2010



Source: NYSTA traffic data

Note: With partial, preliminary estimates for August 2009

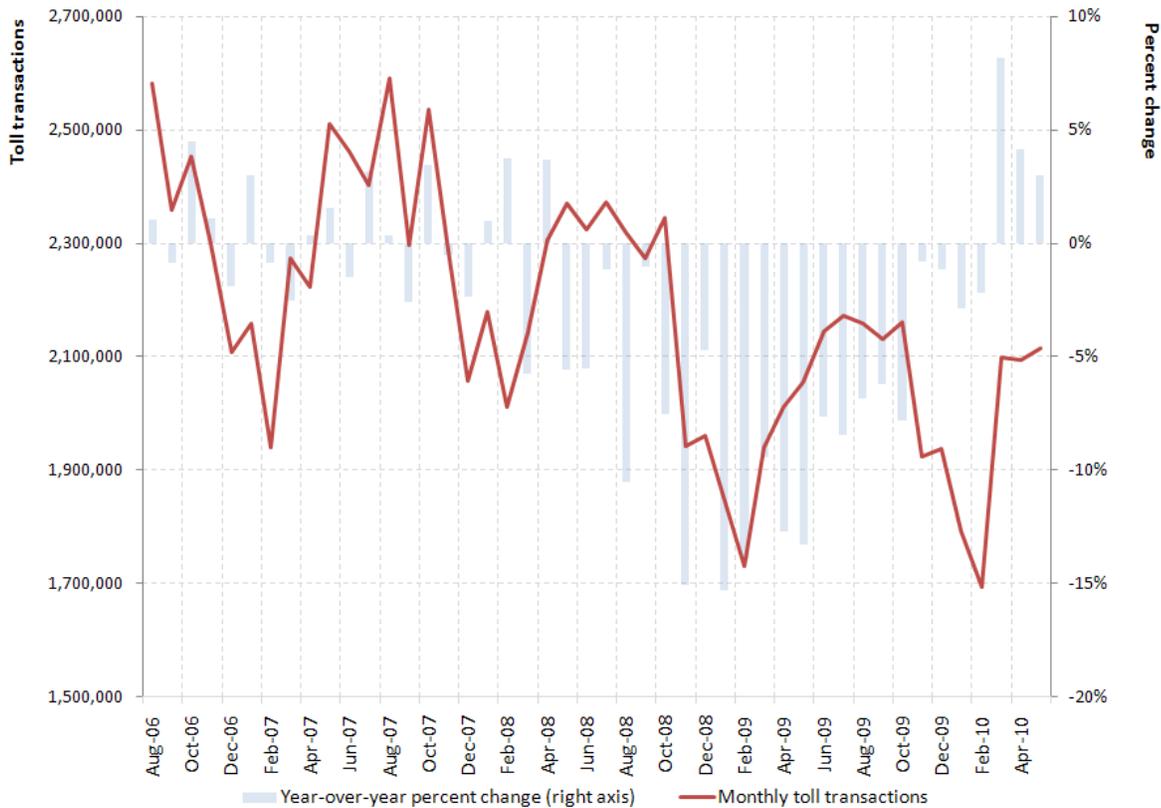
Table 3: Annual Passenger Vehicle Traffic by Section and Facility, in thousands

Sections and Facilities	2008	2009	% Change 2008-2009	2010 (Jan-May)	% Change 2009-2010 ^a
Woodbury - Williamsville Section	108,502	110,206	1.6%	42,499	0.7%
Erie Section	17,014	18,024	5.9%	6,730	0.2%
Ticket System	125,516	128,230	2.2%	49,229	0.6%
Grand Island Bridges	21,335	21,438	0.5%	8,209	-0.6%
Tappan Zee Bridge	22,931	22,737	-0.8%	9,038	0.7%
Yonkers	16,414	15,121	-7.9%	5,918	-2.8%
New Rochelle	18,154	17,731	-2.3%	7,114	0.5%
Spring Valley	31	29	-5.0%	9	-3.6%
Harriman	17,612	17,225	-2.2%	6,598	-1.1%
All Bridges and Barriers	96,476	94,281	-2.3%	36,886	-0.5%
Entire Thruway	221,993	222,511	0.2%	86,115	0.1%

Source: NYSTA traffic data

Note: a. Includes traffic from January to May only

Figure 2: Monthly Commercial Vehicle Traffic, August 2006 – May 2010



Source: NYSTA traffic data

Note: With partial, preliminary estimates for August 2009

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

Sections and Facilities	2008	2009	% Change 2008-2009	2010 (Jan-May)	% Change 2009-2010 ^a
Woodbury - Williamsville Section	13,835	12,683	-8.3%	5,103	1.6%
Erie Section	3,025	2,685	-11.3%	1,095	2.6%
Ticket System	16,860	15,367	-8.9%	6,198	1.8%
Grand Island Bridges	1,313	1,158	-11.9%	464	3.3%
Tappan Zee Bridge	1,395	1,293	-7.3%	550	9.2%
Yonkers	2,052	1,847	-10.0%	724	-0.3%
New Rochelle	2,426	2,238	-7.7%	906	-1.2%
Spring Valley	1,225	1,101	-10.1%	466	8.4%
Harriman	1,274	1,204	-5.5%	484	4.0%
All Bridges and Barriers	9,685	8,841	-8.7%	3,593	2.9%
Entire Thruway	26,545	24,208	-8.8%	9,792	2.2%

Source: NYSTA traffic data

Note: a. Includes traffic from January to May only

b. Factors Influencing Travel Demand

Passenger vehicle traffic is associated with a variety of purposes, including commuting, shopping, recreation and vacationing, and other discretionary travel. Our statistical analysis confirms that the volume of travel on the Thruway is directly influenced by economic activity (e.g., employment), disposable income, transportation costs, including out-of-pocket costs (specifically, fuel costs and tolls) as well as travel time. Commercial vehicle traffic is related principally to the level of economic activity (industrial production, consumption, investment (including inventory levels) and transportation costs.

Our forecast for traffic and revenue is determined in large part by forecasts for economic activity. Forecasts for industrial production call for fairly rapid growth in the 3% - 4% range to 2014, slowing to 1% trend growth thereafter. The rapid growth in industrial production is also accompanied by rapid decreases in inventories, which lead to growth of over 4% in commercial vehicles in 2011 and 2012. The slowing in the growth of industrial activity reduces commercial vehicle growth to the 2% range by 2015.

Employment growth, the primary driver of passenger vehicles, is not expected to see significant growth before 2012 or 2013 in the major metropolitan areas that define the Thruway markets – New York City, Albany, Buffalo, Syracuse, Rochester and Utica. This leads to slower passenger vehicle growth until 2012, where increased employment growth results in a 3% growth in passenger vehicles on the Thruway. Subsequent years see a slow reduction in passenger vehicle growth until it reaches 1.5% in 2015.

Motor fuel prices fell substantially after the summer of 2008 when they reached a peak of \$4.30 a gallon in the month of July. Forecasts for fuel prices suggest an increase of over 20% in 2010, followed by more moderate increases in the 4% to 5% range through 2015, then slowing to a trend growth of 3% long term.

c. Long-Term Outlook

Post-2015 our economic forecasts tend to converge to “steady-state” growth rates that reflect that the economy has mostly come out of the recession. This results in moderate growth through 2026, with employment in New York City and Albany growing by slightly more than 0.5% a year, and Buffalo and Rochester at slightly lower rates. Industrial production will grow at rates of 1%. Combined with relatively slow growth in real fuel prices, this leads to average annual growth of 1.4% in passenger vehicles, and 2% in commercial vehicles between 2016 and 2026.

d. Other Factors Specific to the Thruway

The toll schedules and discount rates that became effective in January 2008, July 2008, January 2009 and January 2010 have been taken into account in our analysis and are reflected in our current traffic and revenue projections.

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



Pierre Vilain, Ph.D.
Vice President

cc. Dorraine Steele, Director of Fiscal Audit and Budget

Concession & Sundry Revenues
Actual 2009, Projected 2010 and Budgeted Amounts for 2010 and 2011
New York State Thruway Authority

	2009 Actual	2010 Budget	2010 Revised	2011 Budget	Amount of Change	Percent Change
<u>Concession Revenue</u>						
Gas Stations	2,507,931	2,980,000	2,500,000	2,600,000	100,000	4.00%
Restaurants	10,044,587	10,200,000	10,000,000	10,210,000	210,000	2.10%
Total Concession Revenue	<u>12,552,518</u>	<u>13,180,000</u>	<u>12,500,000</u>	<u>12,810,000</u>	<u>310,000</u>	<u>2.48%</u>
<u>Sundry Revenue</u>						
Interest	1,033,281	2,000,000	400,000	500,000	100,000	25.00%
Special Hauling Permits	1,791,177	2,500,000	1,850,000	1,950,000	100,000	5.41%
Permits & Other						
Lease Revenue	184,759	190,000	190,000	190,000	-	0.00%
Rental Income	3,121,013	3,500,000	3,500,000	3,500,000	-	0.00%
Logo Signs	176,351	175,000	175,000	175,000	-	0.00%
Scrap	130,816	125,000	125,000	125,000	-	0.00%
Unpaid Tolls	215,364	200,000	200,000	200,000	-	0.00%
Emerg. Service Permits	66,861	-	70,000	70,000	-	0.00%
Misc. Rev	420,643	550,000	550,000	550,000	-	0.00%
Canadian Exch.	(36,586)	(25,000)	(25,000)	(25,000)	-	0.00%
Real Estate	1,712	250,000	45,000	90,000	45,000	100.00%
E-ZPass Violations	4,767,402	3,500,000	4,000,000	4,000,000	-	0.00%
E-ZPass Airport Fees	295,880	300,000	300,000	300,000	-	0.00%
E-ZPass Admin Fees	(2,167,985)	1,200,000	1,000,000	1,000,000	-	0.00%
MFSNT/Adesta	333,810	325,000	325,000	325,000	-	0.00%
Tag Lease Fees	3,658,500	3,200,000	3,650,000	3,650,000	-	0.00%
All Others	134,201	60,000	100,000	100,000	-	0.00%
Total Permits & Other	<u>11,302,741</u>	<u>13,550,000</u>	<u>14,205,000</u>	<u>14,250,000</u>	<u>45,000</u>	<u>0.32%</u>
Total	14,127,199	18,050,000	16,455,000	16,700,000	245,000	1.49%
Grand Total	<u>\$ 26,679,717</u>	<u>\$ 31,230,000</u>	<u>\$ 28,955,000</u>	<u>\$ 29,510,000</u>	<u>\$ 555,000</u>	<u>1.92%</u>

Budget Summary
Departmental Operating Expenses

	2009 Actual	2010 Revised	2011 Budget	Amount of Change	Percent Change
Thruway					
Operating Expenses					
Board & Executive	\$335,901	\$347,529	\$358,948	\$11,419	3.3%
Public Affairs	2,015,278	2,024,316	845,782	(1,178,534) (3)	-58.2%
Legal	1,437,683	1,802,838	1,943,667	140,829	7.8%
Audit and Management Services	574,976	788,565	1,017,356	228,791	29.0%
Administrative Services	5,771,333	6,242,164	7,706,838	1,464,674 (3)	23.5%
Information Technology	8,717,637	9,416,272	9,922,303	506,031	5.4%
Maint and Engineering					
Engineering	5,972,043	6,381,748	6,713,814	332,066	5.2%
Thruway Maint	79,415,178	79,731,114	83,254,958	3,523,844	4.4%
Equip & Inv Mgmt	28,383,752	31,447,774	34,050,568	2,602,794	8.3%
Finance and Accts	8,287,141	8,478,739	9,156,370	677,631	8.0%
Operations					
Traffic Services	6,978,899	7,500,519	8,266,412	765,893	10.2%
State Police	35,988,052	38,184,694	38,890,199	705,505	1.8%
Toll Collection	41,696,738	43,178,441	40,253,290	(2,925,151)	-6.8%
Total Departmental Expenses	225,574,611	235,524,713	242,380,505	6,855,792	2.9%
General Charges	112,771,844	123,574,173	141,864,770 (1)	18,290,597	14.8%
	338,346,455	359,098,886	384,245,275	25,146,389	7.0%
Other Operating Expenditures					
Equipment under \$5,000	650,986	1,104,795	1,165,370	60,575	5.5%
Projects not Capitalized	328,354	1,922,795	2,125,729	202,934	10.6%
Total Operating Expenditures	339,325,795	362,126,476	387,536,374	25,409,898	7.0%
Operating Reserves					
Res. for Claims & Indem.	3,000,000	2,000,000	2,000,000	0	0.0%
Res. for Environmental Remediation	4,325,000	4,000,000	2,235,000	(1,765,000)	-44.1%
Total Operating Reserves	7,325,000	6,000,000	4,235,000	(1,765,000)	-29.4%
Total Thruway	\$346,650,795	\$368,126,476	\$391,771,374	\$23,644,898	6.4%
Other Authority Projects					
Canals					
Operations	\$29,633,516	\$31,847,534	\$32,565,206	\$717,672	2.3%
Canal Support	4,018,716	3,918,017	3,931,151	13,134	0.3%
General Charges	14,755,435	15,293,886	18,321,504	3,027,618	19.8%
Equipment not Capitalized	112,754	165,820	106,260	(59,560)	-35.9%
Projects not Capitalized	3,728,868	639,425	820,469	181,044	28.3%
Subtotal	52,249,289	51,864,682	55,744,590	3,879,908	7.5%
I-84					
Maint. Eng. Oper. & Planning	6,157,482	4,811,919	0	(4,811,919)	-100.0%
Equip & Inv Mgmt	2,093,217	1,713,540	0	(1,713,540)	-100.0%
Operations	951,701	747,693	0	(747,693)	-100.0%
State Police	9,970	13,650	0	(13,650)	-100.0%
General Charges	1,974,083	2,068,252	0	(2,068,252)	-100.0%
Equipment/Projects not Capitalized	8,543	5,000	0	(5,000)	-100.0%
Subtotal	11,194,996	9,360,054	- (2)	(9,360,054)	-100.0%
Total Other Authority Projects	\$63,444,285	\$61,224,736	\$55,744,590	(\$5,480,146)	-9.0%
Grand Total (Excluding CDF)	\$410,095,080	\$429,351,212	\$447,515,964	\$18,164,752	4.2%
Canal Development Fund - Operating	\$1,754,069	\$2,353,943	\$2,322,584	(\$31,359)	-1.3%

Notes:

- (1) Includes \$3.4 million for the estimated 2011 early retirement incentive surcharge payment.
(2) Effective October 11, 2010, the Authority turned over all operation and maintenance responsibilities for I-84 to the NYSDOT.
(3) The Office of the Chief of Staff will be eliminated and functions will be relocated to the Department of Administrative Services.

**Budget Summary
Debt Service**

	Year of Issuance	2009 Actual	2010 Revised	2011 Budget
Debt Service				
General Revenue Bonds				
Series F	2005	\$52,581,765	\$52,585,953	\$52,581,363
Series G	2005	36,967,900	36,962,463	36,966,700
Series H	2007	78,068,313	78,071,263	78,071,663
		167,617,978	167,619,679	167,619,726
Less: Interest Earnings		1,344,941	282,985	423,057
Net Debt Service - Twy Bonds		166,273,037	167,336,694	167,196,669
 Total Debt Service		 \$166,273,037	 \$167,336,694	 \$167,196,669
 Bond Anticipation Notes (BANS)				
Series 2009A	2009	\$10,599,733	\$23,849,400	\$17,650,000 (1)
Total BANS Interest Exp		\$10,599,733	\$23,849,400	\$17,650,000

(1) Assumes that the Series 2009A Bond Anticipation Notes that are due on 7/21/11 will be rolled for another 6 month period.

**Budget Summary
Capital Program**

	2009 Actual	2010 Revised	2011 Budget
Capital Program			
Highway & Bridge			
Contracts	\$239,717,842	\$259,187,571	\$345,980,623
State Police		942,305	1,144,823
Thruway Forces & Materials	19,911,570	21,628,980	23,168,066
Subtotal	<u>259,629,412</u>	<u>281,758,856</u>	<u>370,293,512</u>
Architectural			
Facilities Contracts	5,909,698	7,932,691	8,158,047
Facilities Contracts - New Construction		469,326	4,079,029
Thruway Forces & Material - Facilities Capital			1,156,121
Subtotal	<u>5,909,698</u>	<u>8,402,017</u>	<u>13,393,197</u>
Equipment & Systems and ITS			
Equipment & Systems	24,120,774	34,159,471	36,305,059
ITS Contracts	5,406,547	6,320,647	14,805,219
	<u>29,527,321</u>	<u>40,480,118</u>	<u>51,110,278</u>
Total Thruway	<u>\$295,066,431</u>	<u>\$330,640,991</u>	<u>\$434,796,987</u>
Other Authority Projects			
Mandated Projects			
Syracuse Inner Harbor			
Thruway Forces & Materials			
Syr Inner Harbor - Canal Consol/Relocation			
Syracuse Intermodal Center			
Buffalo Inner Harbor	15,225		
Thruway Forces & Materials			
Stewart Airport/Drury Lane			
Thruway Forces & Materials			
Subtotal	<u>15,225</u>	<u>-</u>	<u>-</u>
Canal Capital			
Contracts	19,671,537	23,304,487	21,069,741
Maint. Forces & Materials	5,105,387	6,599,339	7,083,752
Equipment	1,353,502	893,100	670,013
Subtotal	<u>26,130,426</u>	<u>30,796,926</u>	<u>28,823,506</u>
TOTAL CAPITAL PROGRAM	<u>\$321,212,082</u>	<u>\$361,437,917</u>	<u>\$463,620,493</u>

2011 Equipment & Systems and ITS
New and Replacement Equipment Items/Projects
New York State Thruway Authority

Description	Amount
<u>Audit and Management Services</u>	
Miscellaneous New/Replacement Equipment	\$ 6,800
Total	<u>6,800</u>
<u>Administrative Services</u>	
Minor Building Renovations to HQ Facilities	130,000
Total	<u>130,000</u>
<u>Information Technology</u>	
Project Labor/Personnel Costs	5,225,586
Toll System Upgrades/Enhancements	2,943,620
Windows 7 & Office Upgrade	670,576
Network Equipment/Enhancements	418,000
Software Purchases	278,084
Replace 3G Modems for Traffic Data System (TDS)	210,100
Engineering System Enhancements	150,000
Contract Management System (CMS) Upgrade	150,000
Thruway Over-dimensional Permit System (TOPS) Upgrade	150,000
Replacement Phone Switching Equipment	140,000
IT Security Enhancements	125,000
Asset Management System	100,000
Disk Storage	80,000
E-Mail Archiving Project	75,000
Replace Network Switching Equipment @ Thruway Statewide Operations Center (TSOC)	60,000
Intelligent Information Integration Broker (I3B) System Upgrade	50,000
Disaster Recovery/Critical Systems Backup	50,000
New/Replacement Servers	50,000
Replace Network Switching Eqpt for Buffalo @ Walden Ave.	45,000
Replace, Upgrade, Expand Fiber Network	30,000
New Phone System for Buffalo State Police	15,000
Vehicle Infrastructure Integration (VII)	10,000
Next Generation Lane Controllers	10,000
Weigh in Motion (WIM) -pilot project	10,000
Spring Valley Testbed	4,000
Total	<u>11,049,966</u>
<u>Engineering</u>	
Project Labor/Personnel Costs	760,450
GPS Survey System	30,000
Total	<u>790,450</u>
<u>Thruway Maintenance</u>	
ITS Contracts	14,805,219
Facilities Improvements (In-house)	762,505
Project Labor/Personnel Costs	565,305
Miscellaneous New/Replacement Equipment	7,000
Total	<u>16,140,029</u>

2011 Equipment & Systems and ITS
New and Replacement Equipment Items/Projects
New York State Thruway Authority

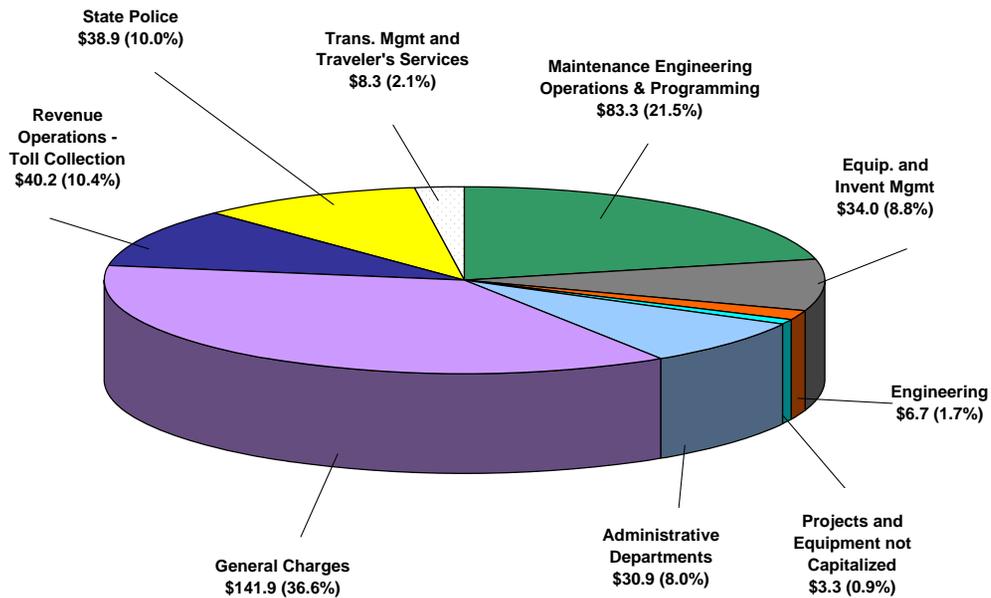
Description	Amount
<u>Equipment & Inventory Management</u>	
Trucks and Const Equipment Replacements	5,408,650
Passenger Fleet and State Police Vehicle Replacements	2,617,000
Additional Trucks and Const Equipment	440,800
Project Labor/Personnel Costs	381,032
Shop New/Replacement Equipment	97,000
Toll Equipment	34,800
Miscellaneous New/Replacement Equipment	0
Total	<u>8,979,282</u>
<u>Finance & Accounts</u>	
Miscellaneous New/Replacement Equipment	9,500
Total	<u>9,500</u>
<u>Operations</u>	
Radio System Upgrade	509,390
Project Labor/Personnel Costs	262,158
Advanced Traffic Management System (ATMS)	135,000
Digital Communication System Software Upgrade	69,650
Operational Improvements @ Thruway Statewide Operations Center (TSOC)	24,600
Total	<u>1,000,798</u>
<u>State Police</u>	
Fingerprint Imaging Equipment	120,000
Total	<u>120,000</u>
<u>Toll Collection</u>	
E-ZPass System Modifications and Tag Purchases	11,933,000
E-ZPass Violation Enforcement System	813,820
Project Labor/Personnel Costs	136,633
Total	<u>12,883,453</u>
Grand Total	<u>\$ 51,110,278</u>

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

	2009 Actual	2010 Revised	2011 Budget
<u>Federal Aid</u>			
Highway & Bridge	\$5,382,138	\$4,975,885	\$1,218,515
Intelligent Transportation Systems	3,245,836	3,920,750	3,272,920
Architectural (Facilities)		226,889	0
Canals			
Capital	1,399,334	1,731,347	0
Operating	1,071,545	5,675,800	0
Mandated Projects			
Total Federal Aid	<u>11,098,853</u>	<u>16,530,671</u>	<u>4,491,435</u>
<u>Capital Financing</u>			
Bond Proceeds/Interest earnings	<u>258,372,986</u>	<u>224,643,774</u>	<u>374,809,505</u>
Canal - Transportation Bond act (1)	<u>568,798</u>	<u>562,293</u>	<u>5,584,034</u>
<u>Prior Years Balances</u>			
<u>Reserve Maintenance Fund</u>			
Highway & Bridge	-	5,000,000	-
Equipment	7,105,051	35,000,000	20,000,000
	<u>7,105,051</u>	<u>40,000,000</u>	<u>20,000,000</u>
<u>General Reserve Fund</u>			
		6,000,000	-
Total Reserve Balance	<u>7,105,051</u>	<u>46,000,000</u>	<u>20,000,000</u>
<u>Other</u>			
State & Miscellaneous - TWY & Canal	1,283,763	6,321,931	4,083,718
State & Miscellaneous - I84	11,277,511	9,360,054	0
State & Miscellaneous - Canal Operating	2,442,535		
State & Miscellaneous - Canal Dev Fund			
State & Miscellaneous - Reserve	162,064		0
Auction Proceeds	606,628	700,000	700,000
Total Other	<u>15,772,501</u>	<u>16,381,985</u>	<u>4,783,718</u>
Grand Total	<u>\$292,918,189</u>	<u>\$304,118,723</u>	<u>\$409,668,692</u>
<u>Canal Dev. Fund</u>	<u>\$1,816,035</u>	<u>\$2,376,443</u>	<u>\$2,403,018</u>

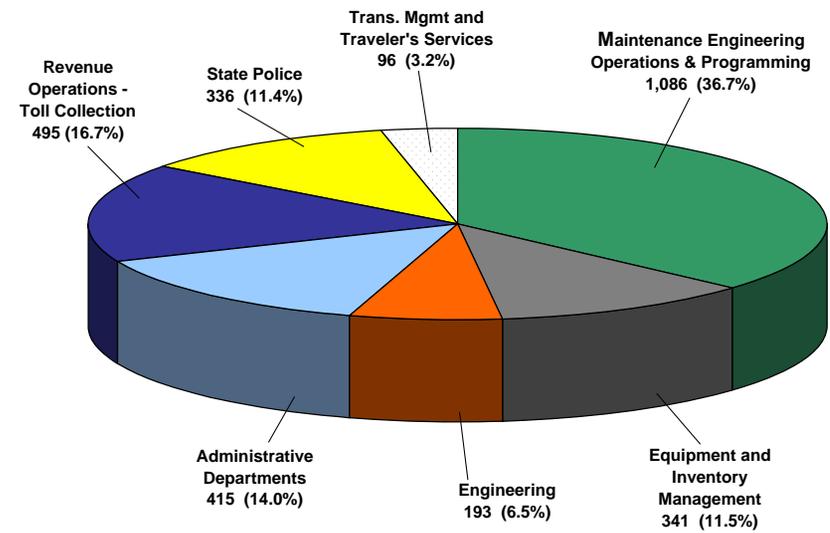
(1) The Transportation Bond Act of 2005 authorizes \$50 million of Canal projects.

2011 THRUWAY OPERATING BUDGET BY DEPARTMENT IN MILLIONS



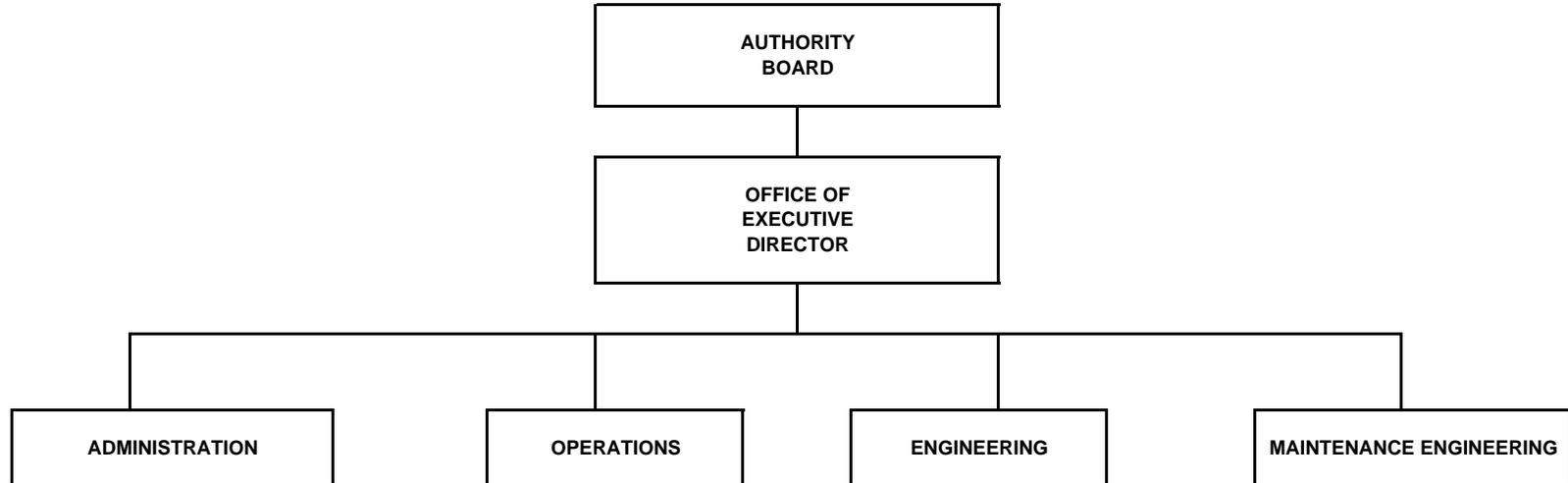
TOTAL OPERATING BUDGET: \$387.5 Million

WORK FORCE BY DEPARTMENT THRUWAY



TOTAL WORK FORCE: 2,962

**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, OPERATIONS, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2011 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration	415	\$27,576,434	\$7,901,369	(\$4,526,539)	\$30,951,264
Operations					
Trans. Mgmt and Traveler's Services	96	6,443,491	1,822,921	0	8,266,412
State Police, Troop T	336	37,735,342	2,386,500	(1,231,643)	38,890,199
Revenue Operations - Toll Collection	495	35,953,188	4,300,102	0	40,253,290
Engineering	193	16,388,858	501,184	(10,176,228)	6,713,814
Maintenance Engineering					
Maintenance Engineering Operations & Programming	1,086	62,227,286	28,267,991	(7,240,319)	83,254,958
Equipment and Inventory Management	341	18,349,261	16,502,115	(800,808)	34,050,568
General Charges	--	117,770,759	36,696,384	(12,602,373)	141,864,770
Equipment Not Capitalized	--	--	--	2,125,729	1,165,370
Projects Not Capitalized	--	--	--	1,165,370	2,125,729
TOTAL	2,962	\$322,444,619	\$98,378,566	(\$33,286,811)	\$387,536,374

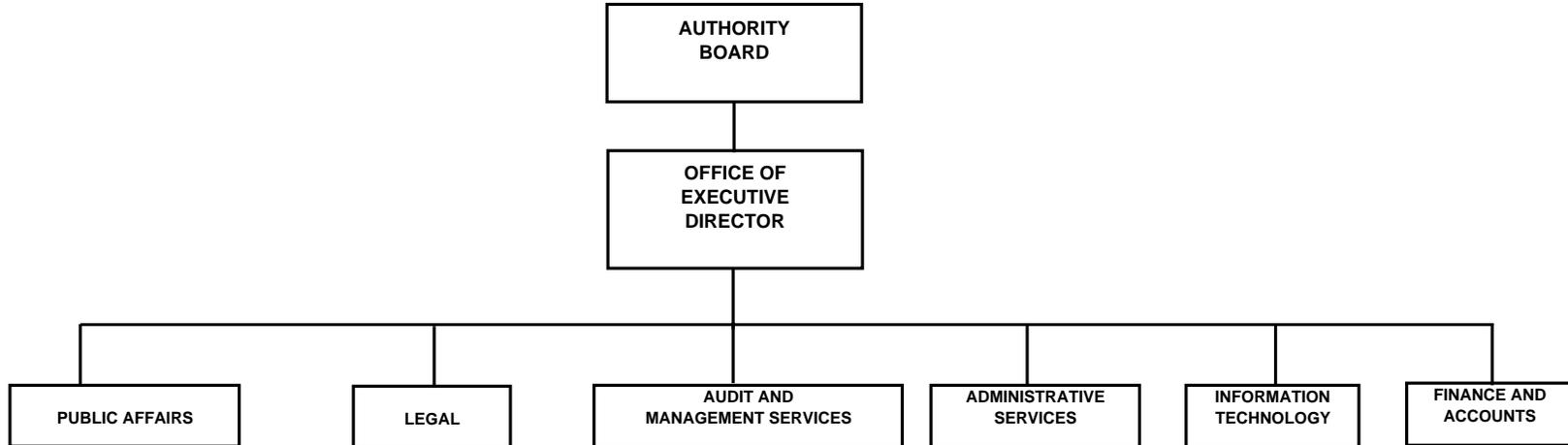
NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2011 BUDGET

PERSONNEL SUMMARY	
Administration	415
Operations	
Trans. Mgmt and Traveler's Services	96
State Police, Troop T	336
Revenue Operations - Toll Collection	495
Engineering	193
Maintenance Engineering	
Maintenance Engineering, Operations and Programming	1,086
Equipment and Inventory Management	<u>341</u>
TOTAL PERSONNEL	<u>2,962</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$185,959,160
Fringe Benefits	117,770,759
Salaries - Temporary and Extra	12,275,251
Overtime Pay - Regular	10,874,781
Excess/Bonus Sick and Vac	2,196,087
Shift Differential	751,112
Check Out Payment	408,000
Overtime Pay - Temporary and Extra	280,175
Salaries - Reimbursed	(71,396)
Salaries Redistributed	(260,000)
Savings on Salaries	<u>(7,739,310)</u>
Total Personal Services	<u>322,444,619</u>
MAINTENANCE AND OPERATIONS:	
E-ZPass Account Management	25,700,000
Snow & Ice Control	8,847,422
Auto - Gas, Oil	8,466,000
Thruway Roadway	6,034,630
Bridges	5,700,792
Auto - Supplies	5,077,000
Special Contracts	4,834,166
Insurance Prem & Surety Bonds	4,049,400
Admin Cost Recovery (due to New York State)	4,000,000
Electric	3,991,867
Mtce & Repair to Eqpt	2,865,041
Rentals	1,990,577
Reimb to NYS Police	1,900,000
Telephone	1,884,086
Buildings	1,756,500
Professional Services	1,342,000
Natural Gas	1,218,562
Toll & ITS Eqpt Thruwaywide	1,154,000
Reimb to Civil Service	864,600
Repairs Due to Accidents	715,950

Printing Outside	689,911
Clothing Supplies	674,891
Environmental Expense	665,000
Perishable Tools	602,500
Auto - General Exp	452,500
Heating Fuel	436,700
Misc Mtce Supplies	423,426
Stationary Forms	400,649
Signs - Inventory	381,000
Janitorial Supplies	375,815
Travel Exp Regular	329,408
Vacation Leave	300,000
Medical Services	294,500
First Aid & Personal Safety Supp	272,810
Clothes Cleaning	261,970
Overtime Meal Exp	236,565
Traffic Control Safety Supp	221,234
Water	214,251
Dues, Books, Subscriptions	209,000
Training Exp	203,043
Fiduciary Fees	188,000
Reimb Volunteer Fire Co	150,000
Tuition Assistance	150,000
Mfg Signs - Non-Inventory	132,500
Postage	123,000
Employee Safety Eqpt	110,300
Freight Parcel Post	105,000
Concession Utility	100,000
Inventory Obsolescence Expense	100,000
Computer Supplies	85,850
Reimb to NYS Law Department	85,000
Printing & Duplicating	75,000
Employee Development	72,820
Propane	65,000
Auto - Insurance	64,000
Bldg Admin HQ	43,000
Engineering Supplies	34,450
Reimb to State Comptroller	30,000
R&D Parts Non-Inventory	24,000
Advertising	21,000
Credit Card Fees	20,000
All Others	18,100
Demurrage	14,000
Promotion Expense	10,900
Inventory Items Repaired	(38,000)
Reimb of Mtce Exp	(50,000)
Cash Discount Earned	(75,000)
Projects from Savings	(98,120)
M&O Reimb Fed Aid	(100,000)
Reimb by Claim	(3,120,000)
Total Maintenance and Operations	98,378,566
ALLOCATIONS AND OTHER:	
Allocations of Thruway Personnel and Fringe Benefits	(36,577,910)
Projects not Capitalized	2,125,729
Equipment not Capitalized	1,165,370
Total Allocations and Other	(33,286,811)
TOTAL Thruway	\$387,536,374

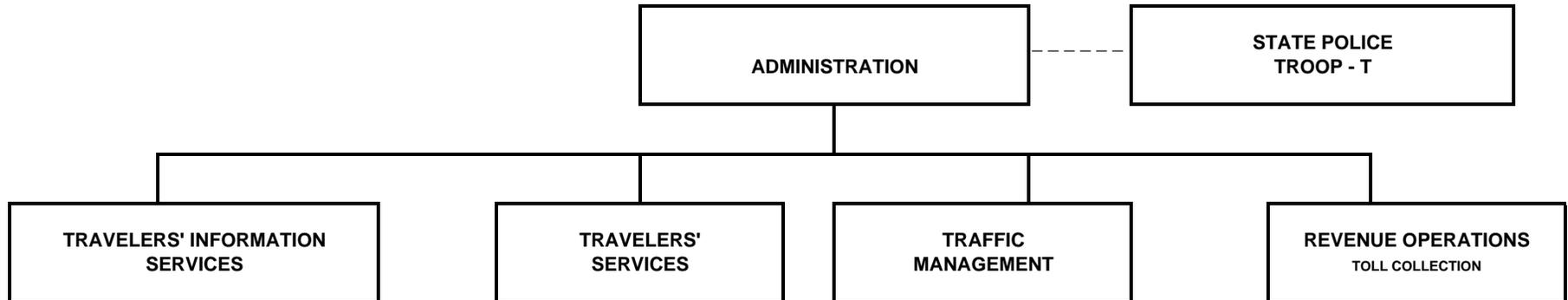
**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION
2011 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Board and Executive (1)	10	\$ 380,054	\$ 16,200	\$ (37,306)	\$ 358,948
Public Affairs	12	845,200	96,675	(96,093)	845,782
Legal	23	1,973,801	487,700	(517,834)	1,943,667
Audit and Management Services	13	1,092,973	20,100	(95,717)	1,017,356
Administrative Services	98	5,690,943	2,527,429	(511,534)	7,706,838
Information Technology	100	8,127,480	3,948,566	(2,153,743)	9,922,303
Finance and Accounts	159	9,465,983	804,699	(1,114,312)	9,156,370
TOTAL	415	\$ 27,576,434	\$ 7,901,369	\$ (4,526,539)	\$ 30,951,264

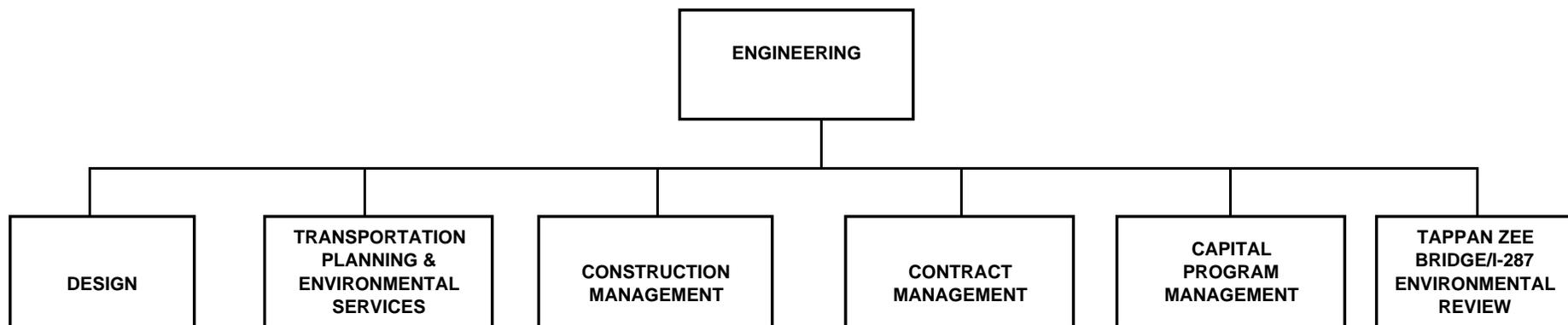
(1) Includes 7 unpaid Board Members.

NEW YORK STATE THRUWAY AUTHORITY
2011 BUDGET
SUMMARY - OPERATIONS



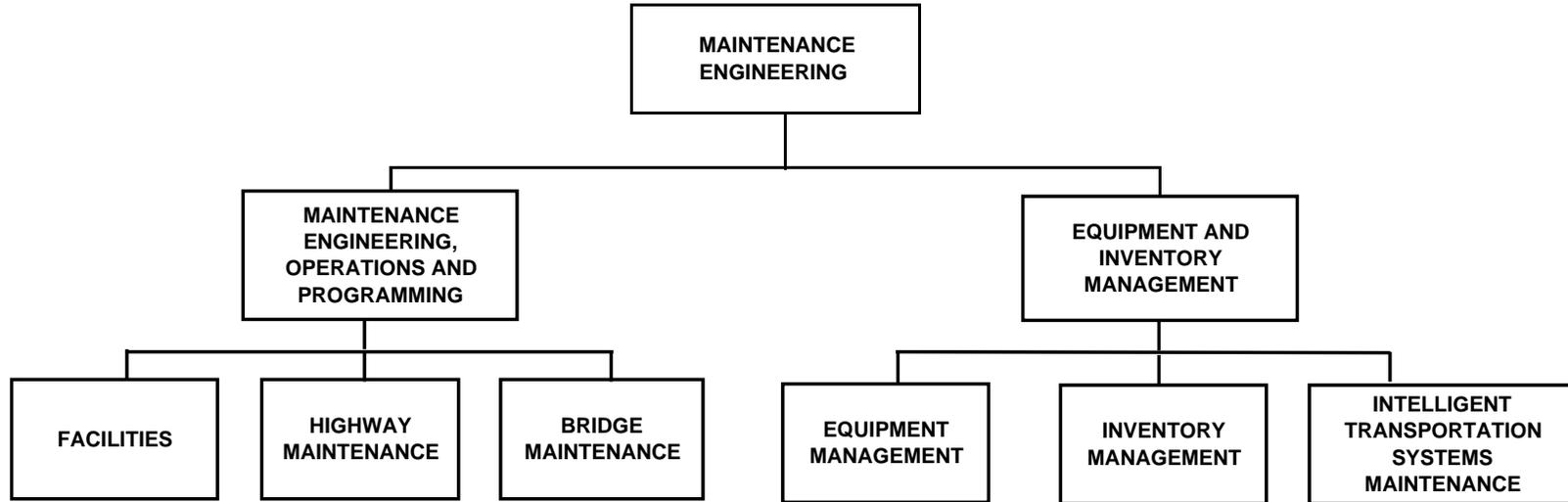
ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration, Offices of Travelers' Services, Travelers' Information Services and Traffic Management	96	\$6,443,491	\$1,822,921	\$0	\$8,266,412
State Police, Troop T	336	37,735,342	2,386,500	(1,231,643)	38,890,199
Revenue Operations - Toll Collection	<u>495</u>	<u>35,953,188</u>	<u>4,300,102</u>	<u>0</u>	<u>40,253,290</u>
TOTAL	<u>927</u>	<u>\$80,132,021</u>	<u>\$8,509,523</u>	<u>(\$1,231,643)</u>	<u>\$87,409,901</u>

**NEW YORK STATE THRUWAY AUTHORITY
2011 BUDGET
SUMMARY - ENGINEERING**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Engineering	193	\$16,388,858	\$501,184	(\$10,176,228)	\$6,713,814
<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
2011 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	1,086	\$62,227,286	\$28,267,991	(\$7,240,319)	\$83,254,958
- Facilities					
- Highway Maintenance					
- Bridge Maintenance					
Equipment and Inventory Management	<u>341</u>	<u>18,349,261</u>	<u>16,502,115</u>	<u>(800,808)</u>	<u>34,050,568</u>
- Equipment Management					
- Inventory Management					
- Intelligent Transportation Systems Maintenance					
TOTAL	<u>1,427</u>	<u>\$80,576,547</u>	<u>\$44,770,106</u>	<u>(\$8,041,127)</u>	<u>\$117,305,526</u>

**NEW YORK STATE THRUWAY AUTHORITY
2011 BUDGET**

GENERAL CHARGES

Payroll Benefits

Health Insurance	\$56,024,918
Pensions - New York State Employees' Retirement System	33,533,562
Social Security Contributions	15,701,867
Employee Benefits Fund	6,699,894
Workers' Compensation Insurance	5,125,394
Unemployment Insurance	344,182
Survivor's Benefits	214,942
Metro Comm Trans Mobility Tax	126,000
Sub-Total	117,770,759

Other

E-ZPass Account Management	25,700,000
Insurance Premiums and Surety Bonds	4,049,400
Administrative Cost Recovery (due to New York State)	4,000,000
Reimbursement to Civil Service	864,600
Environmental Expense	665,000
Professional Services	774,200
Employee Vacation Leave Expense	300,000
Tuition Assistance	150,000
Employee Safety Equipment	110,000
Inventory Obsolescence Expense	100,000
All Others	(16,816)
Sub-Total	36,696,384

Allocations

Allocations to Other Funds	(12,602,373)
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TOTAL GENERAL CHARGES

\$141,864,770

NEW YORK STATE THRUWAY AUTHORITY
2011 BUDGET
CANAL CORPORATION

PERSONNEL SUMMARY	
Canal Operations	531
Canal Development Fund	<u>2</u>
TOTAL PERSONNEL	533
OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$26,866,025
Fringe Benefits	18,198,740
Salaries - Temporary and Extra	2,220,670
Excess/Bonus Sick & Vacation Buy Back	457,000
Overtime Pay - Regular, Temporary and Extra	228,680
Shift Differential	50,150
Salaries Reimbursed	(217,930)
Savings on Salaries	(1,508,911)
Total Personal Services	<u>46,294,424</u>
MAINTENANCE AND OPERATIONS:	
Canal Structures and Dam Safety Inspections	2,238,232
Waterways	871,306
Fuel	852,000
Automotive - Supplies and Repair Parts	806,404
Special Contractual Services	633,152
Electricity	558,000
Miscellaneous Maintenance Supplies	324,000
Traveling Expense - Regular	300,150
Natural Gas	239,000
Telephone	229,685
Perishable Tools and Equipment	196,700
First Aid, Medical and Safety Supplies	171,900
Environmental Expense	167,600
Travel Expense Cars	159,000
Floating Plant	155,000
Reimbursement to Civil Service	150,900
Rentals	120,909
Professional Services	100,000
Clothing and Clothing Supplies	94,240
Heating Fuel	88,300
Employee Vacation Leave Expense	85,000
Janitorial Expense	72,325
Employee Safety Equipment	72,275
Medical Services	50,000
Water	46,880
Stationary Forms	25,700
Automotive - General Expense	23,500
Training Expense	16,075
Reimbursement of Maintenance Expense	(49,125)
Budget Savings	(317,000)
All Others	125,239
Total Maintenance and Operations	<u>8,607,347</u>
ALLOCATIONS AND OTHER:	
Support From Thruway	5,968,127
Projects not Capitalized	820,469
Equipment not Capitalized	106,260
Allocations of Personnel and Fringe Benefits	(6,052,037)
Total Allocations and Other	<u>842,819</u>
TOTAL CANAL CORPORATION	<u>\$55,744,590</u>
CANAL DEVELOPMENT FUND - Operating	<u>\$2,322,584</u>

Please refer to the 2011 Budget - Sources and Uses of Funds schedule (second page in the 2011 Budget Section) for information on how the 2011 Budget is funded.

BUDGETED PERSONNEL COMPARISON
2010 vs. 2011
New York State Thruway Authority

	2010 Revised	2011 Budget	Change From Revised	Percent Change
Thruway				
Thruway Authority	2,701	2,626	(75)	-2.8%
State Police Troop T	340	336	(4)	-1.2%
Total Thruway	<u>3,041</u>	<u>2,962</u>	<u>(79)</u>	<u>-2.6%</u>
Interstate 84				
Interstate 84 (1)	89	-	(89)	-100.0%
Total Interstate 84	<u>89</u>	<u>-</u>	<u>(89)</u>	<u>-100.0%</u>
Canal Corporation				
Canal Corporation	536	531	(5)	-0.9%
Canal Development Fund	3	2	(1)	-33.3%
Total Canal Corporation	<u>539</u>	<u>533</u>	<u>(6)</u>	<u>-1.1%</u>
Grand Total	<u><u>3,669</u></u>	<u><u>3,495</u></u>	<u><u>(174)</u></u>	<u><u>-4.7%</u></u>

(1) Effective October 11, 2010, the Authority turned over all operation and maintenance responsibilities for I-84 to the New York State Department of Transportation.

Comparison of Annual Staffing
 Summary of Permanent Budgeted Positions
 From 1995 through 2011
 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
2011	2,626	0 (1)	533	3,159	-170	-714

* Does not include State Police

(1) Effective October 11, 2010, the Authority turned over all operation and maintenance responsibilities for I-84 to the New York State Department of Transportation.

New York State Thruway Authority

Long-Term Financial Plan

	Revised 2010	Approved 2011	Estimated 2012	Estimated 2013	Estimated 2014
Toll Revenues	\$641,879,000	\$656,724,000	\$682,160,000	\$703,141,400	\$717,439,400
Other Revenues	28,955,000	29,510,000	29,910,000	29,910,000	30,410,000
Total Revenues	670,834,000	686,234,000	712,070,000	733,051,400	747,849,400
Thruway Operating Expenses (1)	362,126,476	387,536,374	397,507,860	409,337,095	421,521,208
Reserve for Claims and Indemnities	6,000,000	4,235,000	4,000,000	4,000,000	4,000,000
Net Revenue (A)	302,707,524	294,462,626	310,562,140	319,714,305	322,328,192
Total Debt Service	167,619,679	167,619,726	254,242,701	292,141,095	334,088,311
Less Interest Earnings on Debt Svc Res Funds	(282,985)	(423,057)	(877,751)	(2,038,518)	(1,560,293)
Net Debt Service (B)	167,336,694	167,196,669	253,364,950	290,102,577	332,528,018
Net Revenue after Debt Service	135,370,830	127,265,957	57,197,190	29,611,728	(10,199,826)
Retain for Reserve Maintenance	7,000,000	0	0	0	0
Reserve Maintenance Deposit	50,435,951	30,712,329	0	0	0
Net Available Revenues	91,934,879	96,553,628	57,197,190	29,611,728	(10,199,826)
Canal Corporation (Net of Federal Aid)	46,188,882	55,744,590	57,561,063	59,233,345	60,955,705
General Reserve Fund Provision - Canal Capital	21,896,597	23,159,038	26,339,738	30,060,682	38,094,607
General Reserve Fund - BANS (2)	23,849,400	17,650,000	0	0	0
Balance	0	0	(26,703,611)	(59,682,299)	(109,250,138)
Debt Service Coverage Ratio (A/B) *	1.81	1.76	1.23	1.10	0.97
Pay As You Go Percentage	37.8%	19.2%	5.5%	7.4%	8.1%

* 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.

(1) Thruway Operating Expenses for 2011 include an estimated amount of \$3.4 million relative to the retirement incentive surcharge.

(2) Assumes that the Series 2009A Bond Anticipation Notes that are due on 7/21/11 will be rolled for another 6 month period.

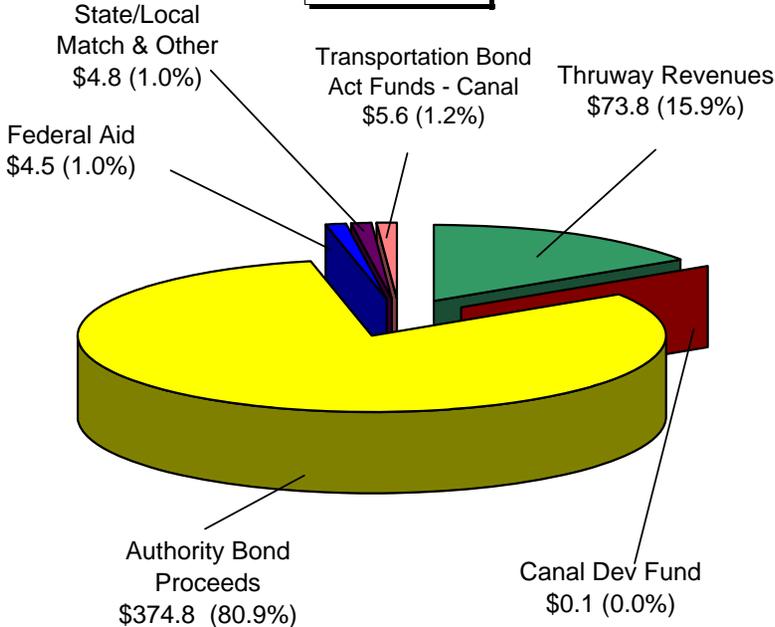
Schedule of Debt Service for Thruway Capital Program
New York State Thruway Authority

	Principal Balance 1/1/11 or when issued	Year of Issuance	ANNUAL DEBT SERVICE PAYMENTS			
			<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Series F	\$ 568,345,000	2005	\$ 52,581,363	\$ 52,582,075	\$ 52,583,581	\$ 52,583,331
Series G	737,120,000	2005	36,966,700	36,969,025	36,965,650	36,961,075
Series H	968,415,000	2007	78,071,663	78,071,463	78,070,713	78,077,113
	PROPOSED					
Series I	1,386,379,817	2012		86,620,138	86,620,138	86,620,138
Series J	582,631,459	2013			37,901,013	37,901,013
Series K	609,627,266	2014				41,945,642
Total Annual Debt Service			\$ 167,619,726	\$ 254,242,701	\$ 292,141,095	\$ 334,088,311
Debt Service as a % of Total Revenues				11.2%	4.0%	4.9%
Cumulative Debt Service as a % of Total Revenues			24.4%	35.6%	39.6%	44.5%
Outstanding Debt at end of year			\$ 2,158,220,000	\$ 3,460,651,340	\$ 3,946,494,746	\$ 4,446,431,308

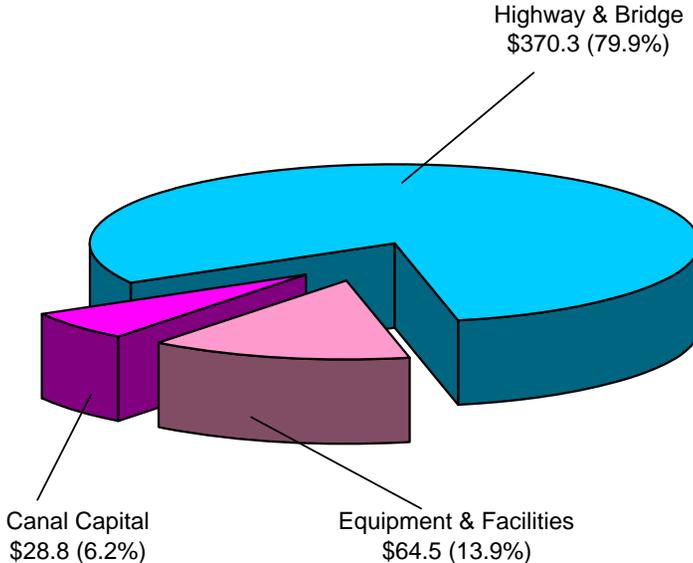
Notes:
The Projected Debt Service is based on issuing 30 year bonds in the amount needed to fund the Thruway Capital Program and assumes it would be issued during the year at an interest rate between 4.65% and 5.50%. Total revenues come from Thruway tolls, concessionaire revenue, interest and other sundry 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
2011 CAPITAL PROGRAM BUDGET
TOTAL \$463.6 Million

SOURCES



USES



**NYS THRUWAY AUTHORITY/CANAL CORPORATION
2011 - 2014 Capital Program Letting List**

New York Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011	4	H1097.1 MP:	0.00	New York Division: Pavement Striping - 2012	\$650,000
	2	H1082.1 MP:	0.00	New York Division Culvert Cleaning	\$250,000
	4	B659.1 MP:	4.00	Steel Repairs to Six New York Division Bridges	\$750,000
	2	B946.1 MP:	14.67	MP 14.67: Tappan Zee Bridge - Repair Gusset Plates	\$2,500,000
	1	B588.1 MP:	16.75	MP 16.75 to MP 41.57: Install Protective Screening on Eight I-87 Bridges in New York Division	\$350,000
	1	A844.1 MP:	18.80	MP 18.8: Nyack Maintenance Garage - Roof Replacements	\$650,000
	1	A811.1 MP:	33.00	MP 33: Ramapo and Sloatsburg Service Areas - 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	MP 65.51: Thruway Bridge over Mill Street - Rehabilitation	\$1,900,000
	1	B69.1 MP:	72.77	MP 72.77: Thruway Bridge over Abandoned RR - Removal	\$7,000,000
	1	B581.1 MP:	605.09	MP NE5.09: I-95 (New England Thruway) Viaduct (New Rochelle) - Partial Painting and Steel Repairs	\$7,000,000
	2	B284.3 MP:	615.76	MP NE5.76: North Avenue over I-95 (New England Thruway) - Utilities Transfer	\$4,960,000
	3	B462.1 MP:	608.80	MP NE8.80: Rockland Avenue Bridge over I-95 (New England Thruway) - Deck Rehabilitation	\$1,500,000
	3	B923.1 MP:	609.14	MP NE9.14: I-95 (New England Thruway) Bridge over Fenimore Road - Bridge Deck Joint and Substructure Repairs	\$1,500,000
	3	B2225.1 MP:	610.52	MP NE10.52: West Street Bridge over I-95 (New England Thruway) - Deck Rehabilitation	\$1,725,000
	3	B2238.1 MP:	612.94	MP NE12.94: Central Avenue Bridge over I-95 (New England Thruway): Bridge and Deck Rehabilitation	\$1,000,000
2011 Total =					\$65,185,000

New York Division Projects

LETTING					CONSTRUCTION
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE
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	\$650,000
	4	I104.1 MP:	0.00	Replace/Upgrade New York Division ITS Equipment	\$3,200,000
	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
	3	H1103.1 MP:	6.00	MP 6.0: Ardsley Service Area: Pavement Rehabilitation	\$2,500,000
	1	H1127.1 MP:	11.00	I-287 (MP 11.00) to Tappan Zee Bridge Toll Barrier (MP 13.0): Pavement Resurfacing	\$4,160,000
	3	B905.5 MP:	14.67	MP 14.67: Tappan Zee Bridge - Substructure Repairs, Phase 3	\$25,000,000
	4	A842.1 MP:	33.00	MP 33.00: Sloatsburg Service Area Roof Replacement	\$500,000
	2	A347.1 MP:	45.03	Utility Tunnel Repairs at Woodbury Toll Barrier and other Plazas in New York Division	\$500,000
	3	B583.1 MP:	58.43	MP 58.43: Thruway over Newburgh-Cambell Hall Road (Route 207) - Bridge Rehabilitation and Deck Replacement	\$2,600,000
	4	A843.1 MP:	66.00	MP 66.00: Modena Service Area Roof Replacement	\$500,000
	1	B467.1 MP:	600.23	New England Thruway (I-95): Bridge Washing - 2012	\$700,000
	1	H999.1 MP:	601.11	I-95 (New England Thruway) Northbound, Bartow Avenue (Exit 11) Ramp and Traffic Operational Improvements	\$2,950,000
	1	B922.1 MP:	604.80	I-95 (New England Thruway) Bridges over Kings Highway/Cross County Connection/Cedar Street Interchange: Deck Rehabilitation	\$9,060,000
	4	B284.1 MP:	605.76	MP NE5.76: North Avenue Bridge over I-95 (New England Thruway) (Phase 3) - Replacement	\$10,800,000
	4	B596.1 MP:	609.55	MP NE9.55: Old White Plains Rd over I-95 (New England Thruway) - Deck Rehabilitation	\$1,500,000
				2012 Total =	\$66,920,000
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	\$700,000
	4	B985.1 MP:	14.67	MP 14.67: Tappan Zee Bridge - Electrical Upgrades to Caisson Pumps and Controls	\$4,000,000

New York Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2013	1	H1126.1 MP:	16.00	South of Nyack (MP 16.00) to North of Garden State Parkway Connector (MP 24.00): Pavement Resurfacing	\$16,500,000
	2	A765.1 MP:	18.80	West Nyack Maintenance Section - Construct One Building to House Division Bridge, Division Highway and Nyack Section	\$3,000,000
	1	H1085.1 MP:	29.40	I-287/Route 17S (MP 29.4) to North of Suffern (MP 38.7): Pavement Rehabilitation	\$47,500,000
	1	H1125.1 MP:	30.17	MP 30.17: I-287 Connector, Exit 15 and Exit 15A - Concrete Pavement Restoration	\$2,500,000
	4	B2230.1 MP:	31.78	MP 31.78 and 31.79: Thruway Bridges over Conrail, Route 17 and Ramapo River - Rehabilitations	\$16,000,000
	1	B889.1 MP:	53.10	MP 53.10: Pleasant Hill Road Bridge over Thruway - Deck and Substructure Rehabilitation	\$2,200,000
	1	H1128.1 MP:	68.00	North of Newburgh (MP 68.0) to south of New Paltz (MP 74.5): Pavement Rehabilitation	\$25,000,000
	1	H853.1 MP:	600.00	I-95 (New England Thruway), Pelham Parkway (MP NE0.0, Exit 8B) to Port Chester (MP NE14.1, Exit 22): Concrete Pavement Restoration, including New Rochelle Toll Barrier Pavement Repairs	\$42,150,000
	1	B615.1 MP:	600.17	I-95 (New England Thruway): Bridge Washing - 2013	\$700,000
2013 Total =					\$164,250,000
2014	1	B949.1 MP:	0.00	New York Division: On-Demand Bridge Repair Contract 2014-2015	\$600,000
	1	B2228.1 MP:	0.00	New York Division: Repair Structural Retaining Walls at Various Locations	\$3,000,000
	4	H916.1 MP:	0.00	New York Division: Pavement Striping - 2015	\$700,000
	1	B49.1 MP:	26.37	College Road (Almshouse Road) Bridge over Thruway: Minor Bridge Rehabilitation	\$1,500,000
	1	H1133.1 MP:	38.70	North of Sloatsburg (MP 38.7) to South of Harriman (MP 43.0): Pavement Resurfacing	\$8,000,000

New York Division Projects

LETTING YEAR QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2014 1	H1131.1 MP: 46.00	Woodbury Toll Barrier (MP 46) to Newburgh (Exit17, MP 60.1): Pavement Resurfacing	\$16,500,000
3	B64.1 MP: 60.10	MP 60.10: Newburgh Interchange Bridge (Exit 17) over Thruway - Bridge Replacement	\$7,500,000
4	B2165.1 MP: 67.86	MP 67.86: Route 32 Bridge over Thruway - Superstructure Replacement	\$3,500,000
1	B2236.1 MP: 74.17	Clintondale Road Bridge over Thruway: Rehabilitation	\$1,500,000
1	B624.1 MP: 600.17	I-95 (New England Thruway): Bridge Washing 2014	\$700,000
1	H14.1 MP: 614.10	I-95 (New England Thruway), Port Chester (MP NE14.1) to Connecticut State Line (MP NE15.0): Pavement Reconstruction; I-95 Thruway (Exit 21), NB Ramp To I-287 Westbound and Rte 1 Ramp to I-95 NB: Operational Improvements; MP NE13.71: Boston Post Road Bridge over I-95 Thruway - Substructure Rehabilitation; MP NE14.24: Cross Westchester Expressway Ramp (EB) Bridge over I-95 Thruway - Replacement; and MP NE14.46: Grace Church Street Bridge over I-95 Thruway - Replacement	\$29,400,000
2014 Total =			\$72,900,000
2011 - 2014 New York Division Total =			\$369,255,000

Albany Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011	3	B925.3 MP:	76.50	Albany Division: On-Demand Bridge Repair Contract 2011-2012	\$400,000
	4	H1098.1 MP:	76.50	Albany Division: Pavement Striping - 2012	\$800,000
	3	B88.1 MP:	91.88	MP 91.88: Sawkill Road (County Route 42) Bridge over Thruway - Rehabilitation	\$3,000,000
	2	H2179.1 MP:	116.00	North of Catskill (MP 115.6 to MP 116.0 SB and MP 115.3 to MP 116.0 NB): Rock Removal	\$5,000,000
	2	H2191.2 MP:	121.20	South of Coxsackie (MP 121.2) to I-787 (Exit 23, MP 141.3) and Northway (Exit 24, MP 148.1) to West of Schenectady (MP 154.4): Safety Upgrades	\$5,100,000
	3	B117.1 MP:	173.59	MP 173.59: Amsterdam Interchange (Exit 27) Bridge over Thruway - Replacement with Ramp Realignment	\$11,000,000
	1	B962.1 MP:	801.08	MP BS1.08: Castleton Bridge - Repair Gusset Plates	\$2,500,000
	1	H81.1 MP:	805.70	Berkshire Thruway, West of Exit B-1 (MP BS5.7) to Canaan Toll Barrier (MP BS17.8): Pavement Resurfacing and Safety Upgrades	\$9,500,000
2011 Total =					\$37,300,000
2012	4	H1117.2 MP:	76.50	Albany Division: Pavement Striping - 2013	\$700,000
	2	B981.1 MP:	111.13	MP 111.13 and MP 113.22: Gusset Plate Repairs to Kaaterskill and Catskill Bridges	\$5,000,000
	1	A839.2 MP:	141.92	Administrative Headquarters Building - Modernization of High Voltage Switch Gear	\$750,000
	1	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
	2	B943.1 MP:	191.32	MP 191.32: Thruway Bridge over Flat Creek - Deck Rehabilitation or Replacement with Painting	\$4,900,000
	4	B959.1 MP:	811.34	MP BS11.34 and MP BS11.35: Berkshire Thruway Bridges (Eastbound and Westbound) over Kinderhook Creek: Deck Rehabilitation	\$3,865,000

Albany Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2012	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	\$3,500,000
	3	R9.1	MP: 1000.00	Amsterdam: Mohawk River/Erie Canal Pedestrian Bridge - New Construction, Montgomery County	\$12,000,000
	4	C237.1	MP: 1000.00	Canajoharie: Lock E-14 - Railroad Crossing Signal Lights	\$100,000
2012 Total =					\$42,815,000
2013	1	B949.2	MP: 76.50	Albany Division: On-Demand Bridge Repair Contract 2013-2014	\$400,000
	1	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	\$700,000
	1	B950.1	MP: 85.33	MP 85.33: Route 32 over Thruway - Bridge Rehabilitation	\$2,500,000
	2	B960.1	MP: 86.98	MP 86.98 - MP 194.1 and MP BS9.50 - MP BS23.27: 11 Bridges - Joint Replacements and Steel Repairs	\$2,500,000
	4	B961.1	MP: 99.92	Repair 4 Large Mainline and Berkshire Spur Culverts in Albany Division	\$1,500,000
	1	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	MP 111.13 & 113.22: Thruway Bridges over Kaaterskill Creek and Catskill Creek: Railing/Fascia Repairs	\$2,200,000
	4	B346.1	MP: 112.57	MP 112.57: Leeds-Old Kings Highway Bridge over Thruway - Bridge Rehabilitation	\$2,000,000
	4	H329.1	MP: 124.50	Coxsackie (Exit 21B, MP 124.53) and Selkirk (Exit 22, MP 134.93): Interchange and Toll Lane Rehabilitation	\$9,000,000
	1	H1109.1	MP: 153.80	Schenectady (Exit 25, MP 153.8) to Rotterdam (Exit 26, MP 163.3): Pavement Resurfacing with Resurfacing of Exit 25A Tandem Lot	\$10,000,000
	1	H1120.1	MP: 163.30	Rotterdam (Exit 26, MP 163.3) to East of Amsterdam (MP 170.0): Pavement Resurfacing including the Pattersonville Service Area	\$6,000,000

Albany Division Projects

LETTING		ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
YEAR	QTR.				
2013	1	B958.1 MP:	800.00	MP BS0.00: Exit 21A Ramp Bridge Over Thruway and MP BS0.10: Berkshire Thruway Bridge over CSX RR - Deck Rehabilitation	\$5,500,000
	1	B633.1 MP:	805.22	MP BS5.22 and MP BS5.23: Thruway Berkshire Spur Bridges over County Road 19 - Deck Rehabilitations	\$4,600,000
	4	A858.1 MP:	815.10	MP BS5.10: Rehabilitate Berkshire Maintenance Section Building - Additions and Renovations	\$1,750,000
	4	C140.1 MP:	1000.00	Scotia: Lock E-8 - Breast Wall and Floor Rehabilitation, Schenectady County	\$5,450,000
	4	C140.2 MP:	1000.00	Scotia: Movable Dam 4 - Rehabilitation, Schenectady County	\$26,000,000
	4	C140.4 MP:	1000.00	Scotia: Lock E-8 Southeast Approach Wall - Rehabilitation, Schenectady County	\$1,500,000
	3	C172.1 MP:	1000.00	Amsterdam: Movable Dam 7 at Lock E-11 - Rehabilitation, Montgomery County	\$30,000,000
	2	T20.1	ALB Div.	Fort Edward to Fort Ann: Canalway Trail, Washington County	\$4,500,000
2013 Total =					\$134,100,000
2014	4	H916.2 MP:	76.50	Albany Division: Pavement Striping - 2015	\$800,000
	4	I105.1 MP:	76.50	Installation of CCTV Cameras at 6 Albany Division Service Areas	\$700,000
	1	B975.1 MP:	81.72	MP 81.72: Thruway over Wallkill River - Repair/Resurface Deck and Painting	\$6,000,000
	1	B84.1 MP:	90.55	MP 90.55: Thruway over Hurley Avenue - Repair/Resurface Bridge Deck and Painting	\$2,500,000
	1	B631.1 MP:	105.34	Albany Division Bridge Painting - 2014	\$3,300,000
	1	H1134.1 MP:	109.30	South of Catskill (MP 109.3) to South of Coxasckie (MP 121.20): Pavement Resurfacing	\$9,500,000
	1	B103.1 MP:	140.98	MP 140.98: Albany Bethlehem Road 9W Bridge Repairs - Deck Rehabilitation	\$4,000,000
	1	A829.1 MP:	141.90	Albany Maintenance Section: Replace Salt Shed	\$500,000
	4	H2111.1 MP:	141.92	Interchange 23 (Albany/I-787, MP 141.92): Pavement Rehabilitation	\$15,000,000

Albany Division Projects

LETTING YEAR QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2014 1	H1135.1 MP: 170.00	East of Amsterdam (MP 170.0) to East of Fultonville (MP 180.0): Pavement Resurfacing	\$8,500,000
1	A863.1 MP: 173.59	MP 173.59: Amsterdam Maintenance Section Building - Additions and Renovations	\$1,750,000
1	H1074.1 MP: 800.00	Berkshire Spur Thruway, I-87 (Exit 21A, MP BS0.0) to I-90 (Exit B1, MP BS6.0): Pavement Resurfacing	\$5,000,000
1	B974.1 MP: 801.08	MP BS1.08: Castleton Bridge Truss Spans - Painting and Steel Repairs	\$14,000,000
3	B148.1 MP: 816.26	MP BS16.26: Route 295 Bridge over Berkshire Thruway - Replacement	\$6,000,000
1	H1142.1 MP: 817.80	MP BS17.80, Canaan Toll Barrier: Pavement Rehabilitation/Resurfacing	\$4,000,000
1	H328.1 MP: 817.90	Berkshire Thruway, Canaan Toll Barrier (MP BS17.9) to Massachusetts Turnpike (MP BS24.3): Pavement Resurfacing	\$6,000,000
3	C225.1 MP: 1000.00	Fort Plain: Movable Dam 11 at Lock E-15 - Painting, Montgomery County	\$3,710,000
2014 Total =			\$91,260,000
2011 - 2014 Albany Division Total =			\$305,475,000

Syracuse Division Projects

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011	4	H1099.1 MP: 197.90	Syracuse Division: Pavement Striping - 2012	\$800,000
	3	H1082.3 MP: 197.90	Syracuse Division: Culvert Cleaning	\$250,000
	3	H911.1 MP: 284.10	Electronics Parkway (Exit 37, MP 284.1) to I-690 (Exit 39, MP 289.3): Pavement Reconstruction and Rehabilitate/Repair 11 Bridges	\$70,000,000
	3	B412.1 MP: 337.53	MP 337.53: Thruway Bridge (Westbound) over Canandaigua Outlet - Replacement	\$4,700,000
	3	C30.1 MP: 1000.00	Phoenix: Lock O-1 Southwest Approach Wall - Rehabilitation, Oswego County	\$1,400,000
	4	C57.1 MP: 1000.00	Utica: Taintor Gate and Dam - Rehabilitation, Oneida County	\$13,200,000
2011 Total =				\$90,350,000
2012	1	B940.1 MP: 197.90	Syracuse Division: On-Demand Bridge Repair Contract 2012-2013	\$400,000
	1	H1087.1 MP: 197.90	West of Canajoharie (Exit 29, MP 197.9) to Little Falls (Exit 29A, MP 210.3): Pavement Resurfacing	\$12,000,000
	4	H1117.3 MP: 197.90	Syracuse Division: Pavement Striping - 2013	\$700,000
	1	A855.1 MP: 210.00	MP 210.0 Eastbound: Indian Castle Service Area - Replace Flat Roof	\$500,000
	1	A855.2 MP: 210.00	MP 210.0 Eastbound: Indian Castle Service Area: Replace Pitched Roof	\$500,000
	1	H908.1 MP: 240.00	East of Verona (MP 240.0) to Canastota (Exit 34, MP 262.0): Pavement Resurfacing and Safety Upgrades	\$18,000,000
	4	B658.1 MP: 276.58	MP 276.58: I-481/Collamer Interchange (Exit 34A) Bridge - Deck/Superstructure Replacement	\$3,000,000
	3	C32.1 MP: 1000.00	Brewerton: North Dock Wall - Rehabilitation, Oswego County	\$2,600,000
2012 Total =				\$37,700,000

Syracuse Division Projects

LETTING		ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.				CONTRACT VALUE
2013	4	H1119.3 MP:	197.90	Syracuse Division: Pavement Striping - 2014	\$700,000
	4	B612.1 MP:	233.32	Syracuse Division: Concrete Repairs to Three Bridges	\$700,000
	1	H1143.1 MP:	233.50	West of Utica (MP 233.5) to East of Westmoreland (MP 240.9): Pavement Resurfacing	\$6,900,000
	3	H611.1 MP:	282.90	MP 282.93: Interchange 36 - Ramp Realignment	\$5,000,000
	3	B611.1 MP:	282.93	MP 282.93: Interchange 36 over Thruway - Bridge Replacement	\$5,000,000
	4	B498.1 MP:	310.98	MP 310.98: Thruway Bridge over Crane Brook - Replacement	\$4,750,000
	4	B610.1 MP:	320.41	Paint 8 Syracuse Division Bridges	\$2,625,000
	1	H1118.1 MP:	320.70	Waterloo (Exit 41, MP 320.70) to Geneva (Exit 42, MP 327.54): Pavement Resurfacing	\$5,500,000
	1	A856.1 MP:	324.00	MP 324W and MP 337E: Junius Ponds and Clifton Springs Service Areas - Replace Pitched Roofs	\$400,000
	1	A856.2 MP:	324.00	MP 324W and MP 337E: Junius Ponds and Clifton Springs Service Areas - Replace Flat Roofs	\$400,000
	4	B613.1 MP:	326.74	MP 326.74: Thruway over NYCRR - Bridge Rehabilitation	\$3,900,000
	2	C46.1 MP:	1000.00	May's Point: Movable Dam 18 - Apron Rehabilitation, Seneca County	\$4,000,000
	2	C176.1 MP:	1000.00	Newark: Military Run Stream Culvert - Replacement, Wayne County	\$400,000
	3	T6.1	SYR Div.	New London to Stanwix: Canalway Trail, Oneida County	\$1,900,000
	2013 Total =				
2014	1	B949.3 MP:	197.90	Syracuse Division: On-Demand Bridge Repair Contract 2014-2015	\$400,000
	4	H916.3 MP:	197.90	Syracuse Division: Pavement Striping - 2015	\$800,000
	1	A868.1 MP:	210.00	MP 210.0: Iroquois Service Area - Rehab/Replace Water System	\$750,000
	1	H1146.1 MP:	220.00	Herkimer (Exit 30, MP 220.0) to West of Utica (MP 233.5): Pavement Resurfacing	\$10,800,000
	4	B571.1 MP:	225.48	MP 225.48 & 225.49: Thruway Bridges over County Road 53 - Removal or Replacement	\$5,000,000

Syracuse Division Projects

LETTING YEAR QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2014 1	A866.1 MP: 227.00	MP's 227 WB, 280 EB, 292 WB and 310 EB: Schuyler, DeWitt, Warners and Port Byron Service Areas - Replace Pitched Roofs	\$800,000
1	A866.2 MP: 227.00	MP's 227 WB, 280 EB, 292 WB and 310 EB: Schuyler, DeWitt, Warners and Port Byron Service Areas - Replace Flat Roofs	\$800,000
1	A867.1 MP: 227.00	MP's 227 WB, 244 EB, 292 WB and 324 WB: Schuyler, Oneida, Warners and Junius Ponds Service Areas - Rehab/Replace Wastewater Treatment Plants	\$2,000,000
3	B173.1 MP: 244.85	MP 244.85: Thruway Bridge over Abandoned Railroad (near Westmoreland) - Replacement	\$8,000,000
1	B529.1 MP: 256.78	MP 256.78: Thruway Bridge over Lake Street - Removal	\$4,300,000
1	H1144.1 MP: 268.00	West of Canastota (MP 268.0) to West of Syracuse (MP 279.30): Pavement Resurfacing	\$9,000,000
1	B655.1 MP: 273.16	MP 273.16 to MP 274.79: Rehabilitation of Six Bridges - Thruway over Chittenango Creek (EB/WB), Limestone Creek (EB/WB) and Butternut Creek (EB/WB)	\$5,800,000
1	H1147.1 MP: 304.50	Weedsport (Exit 40, MP 304.5) to East of Waterloo (MP 313.8): Pavement Resurfacing	\$7,800,000
3	B574.1 MP: 340.15	MP 340.15: Manchester Interchange (Exit 43) Bridge - Replacement	\$5,000,000
1	H429.1 MP: 347.10	Canandaigua (Exit 44, MP 347.1) to Rochester (Exit 45, MP 350.6): Concrete Pavement Restoration	\$5,500,000

2014 Total = \$66,750,000

2011-2014 Syracuse Division Total = \$236,975,000

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
	4	H1082.4 MP:	350.60	Buffalo Division: Culvert Cleaning	\$250,000
	2	H508.1 MP:	378.20	LeRoy (Exit 47, MP 378.2) to West of Batavia (MP 393.7): Pavement Reconstruction and Paint 7 Bridges	\$150,000,000
	2	H1010.2 MP:	393.70	Batavia (Exit 48, MP 393.70) to West of Pembroke (Exit 48A, MP 404.70): Safety Upgrades, Installation of Median Guiderail (MP 395 to MP 405), and MP 402.90: Thruway Bridge over Murder Creek - Rehabilitation	\$3,500,000
	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
	3	B513.1 MP:	415.92	MP 415.92: Thruway over Harris Hill Road and Transit Road (Rte. 78) (MP 416.94) - Deck Rehabilitation and Painting	\$5,000,000
	2	H1089.1 MP:	419.40	Williamsville Toll Barrier (MP 419.4) to West of William Street (MP 425.9): Pavement Resurfacing and Safety Upgrades	\$12,645,000
	3	H539.1 MP:	425.80	South of I-190 (MP 425.8) to West Seneca/East Aurora (Exit 54, MP 427.7): Concrete Pavement Restoration	\$5,000,000
	2	H1016.1 MP:	430.51	MP 430.51: Lackawanna Barrier Pavement Rehabilitation and Repairs to Thruway Bridge over NYCRR Railroad	\$5,000,000
	1	B619.1 MP:	901.56	MP 901.56 to MP 903.79: Replace Joints on 12 I-190 (Niagara Section) Bridges in Buffalo Division	\$3,250,000
	2	H1089.2 MP:	905.50	I-190 (Niagara Thruway), North of Church Street (Exit 7, MP N5.5) to Peace Bridge (Exit 9, MP N6.6): Highway Resurfacing and Safety Upgrades	\$1,540,000
	2	H1073.1 MP:	910.00	I-190 (Niagara Thruway), Ontario Street (Exit 14, MP N10.0) to River Road/Route 266 (Exit 17, MP N14.11) - Concrete Pavement Repairs and	\$5,815,000
	1	B945.1 MP:	914.35	MP N14.35 Northbound and N14.99 Southbound: South Grand Island Bridges - Bridge Washing 2011	\$400,000
	2	B944.1 MP:	914.99	MP N14.99: South Grand Island Bridge Southbound - Deck Rehabilitation and Miscellaneous Bridge Repairs	\$21,000,000
	4	A879.1 MP:	920.20	MP N20.20 Southbound: Niagara Toll Barrier Facility Remediation	\$270,000

Buffalo Division Projects

LETTING YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011	3	C216.1	MP: 1000.00	Orleans County: Culverts 74/76/89/94/97/102/103 - Repairs, Orleans County	\$1,400,000
	3	C216.2	MP: 1000.00	Orleans County: Banks - Repair Phase 2, Orleans County	\$178,943
2011 Total =					\$227,048,943
2012	4	H1117.4	MP: 350.60	Buffalo Division: Pavement Striping - 2013	\$850,000
	3	B441.1	MP: 380.57	MP 380.57: West Bergen Road Bridge over Thruway - Replacement	\$5,200,000
	2	I103.1	MP: 418.33	MP 418.33 WB, MP 432.72 EB, MP N0.35 NB and MP N11.87 NB: Variable Message Sign Replacement	\$2,000,000
	3	B531.1	MP: 420.70	MP 420.70: Cleveland Drive Bridge over Thruway - Replacement	\$10,000,000
	4	A298.1	MP: 423.19	MP 423.19: Walden Avenue Maintenance Facility - Replace Metal Building M4342 and Facilities Building M4345, Improve/Renovate Building M4341 and Construct Shelter Building for Generator	\$8,300,000
	3	B471.3	MP: 453.46	MP 453.46: Mile Strip Road Bridge over Thruway - Rehabilitation	\$2,500,000
	3	B471.2	MP: 454.31	MP 454.31: Four Mile Level Road (Route 438) Bridge over Thruway - Replacement	\$4,500,000
	1	B982.1	MP: 454.47	MP 454.47: Cattaraugus Creek Bridge - Scour Repairs	\$1,000,000
	2	H1148.1	MP: 467.00	Dunkirk-Fredonia (Exit 59, MP 467.0) to East of Westfield (MP 483.0) Eastbound, to Westfield (Exit 60, MP 485.5) Westbound and Exit 59: Pavement Resurfacing	\$17,500,000
	2	B942.1	MP: 467.74	MP 467.74: Dunkirk-Fredonia Interchange (Exit 59) Bridge over Thruway - Deck Rehabilitation	\$2,200,000
	2	B620.1	MP: 901.56	Substructure and Bearing Repairs to 6 Niagara Thruway Bridges	\$2,500,000
	4	A771.1	MP: 912.40	MP N12.40: Niagara Section Maintenance Building M4931 - Improvements	\$1,750,000
	1	B616.1	MP: 914.35	North and South Grand Island Bridge Washing - 2012	\$800,000
	4	B326.2	MP: 921.12	MP N21.12: North Grand Island Bridge Southbound - Deck Replacement	\$62,500,000
	4	T57.1	BUF Div.	Pittsford to Fairport: Canalway Trail - Rehabilitation, Monroe County	\$2,300,000
2012 Total =					\$123,900,000

Buffalo Division Projects

LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.			CONTRACT VALUE
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
	3	B978.1 MP: 369.85	MP 369.85: Union Street Bridge over Thruway - Replacement	\$5,250,000
	2	H1042.1 MP: 419.70	Williamsville Toll Barrier: Relocation	\$100,000,000
	4	B953.1 MP: 422.10	Buffalo Division Bridge Painting - 5 Bridges	\$6,000,000
	1	B2210.1 MP: 455.54	MP 455.54: Silver Creek Interchange Bridge Deck Rehabilitation	\$1,200,000
	4	B900.1 MP: 458.80	MP 458.80 and MP 458.81 - Thruway Bridges over the Silver Creek - Deck Rehabilitations and Substructure Repairs	\$4,900,000
	4	B901.1 MP: 459.90	MP 459.90 and 459.91: Thruway Bridges over the Walnut Creek - Deck Rehabilitations and Substructure Repairs	\$4,500,000
	1	B471.1 MP: 460.74	MP 460.74: Fredonia-Silver Creek Rd, 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
	1	H1150.1 MP: 914.90	Niagara Thruway (I-190), Tonawanda Toll Barrier (MP N14.90) to Niagara Toll Barrier (MP N20.22): Pavement Resurfacing with Resurfacing of Interchanges	\$6,500,000
	4	B558.1 MP: 915.46	MP N15.46: Beaver Island State Parkway Bridge over Niagara Thruway (I-190) - Replacement	\$4,900,000
	3	B907.1 MP: 918.39	MP N18.39: Bedell Road Bridge over Niagara Thruway (I-190): Deck Rehabilitation and Substructure Repairs	\$1,200,000
	2	C47.1 MP: 1000.00	Rochester: East Guard Lock - Rehabilitation, Monroe County	\$5,000,000
	4	C217.1 MP: 1000.00	Monroe County: Culverts 50/60 - Repairs, Monroe County	\$500,000
2013 Total =				\$144,200,000
2014	4	H916.4 MP: 350.60	Buffalo Division: Pavement Striping - 2015	\$850,000
	4	I106.1 MP: 350.60	Installation of CCTV Cameras at 5 Buffalo Division Service Areas	\$720,000
	1	B648.1 MP: 350.77	Buffalo Division Substructure and Fascia Repairs at Various Locations	\$2,000,000
	1	B647.1 MP: 351.27	Buffalo Division Joint Repair/Replacement at Various Locations	\$2,000,000

Buffalo Division Projects

LETTING		ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.				CONTRACT VALUE
2014	3	B904.1 MP:	366.42	MP 366.42: Thruway Bridge over Scottsville Road - Replacement	\$6,500,000
	4	B527.1 MP:	407.27	MP 407.27: South Newstead Road Bridge over Thruway - Replacement	\$5,500,000
	1	B643.1 MP:	415.92	Buffalo Division Bridge Painting - 2014	\$6,000,000
	1	H1017.1 MP:	427.70	West Seneca (Exit 54, MP 427.7) to Lackawanna Barrier (MP 430.4): Pavement Reconstruction and Operational Improvements; Thruway over Seneca St., Cazenovia Creek, Potters Corners Rd. and Smokes Creek: Bridge Rehabilitations; and MP 430.05: Thruway Bridge over NYCRR/Penn RR - Replacement	\$110,000,000
	1	H1149.1 MP:	430.51	Lackawanna Toll Barrier (MP 430.51) to West of Hamburg (MP 438.4): Pavement Resurfacing	\$7,000,000
	4	B651.1 MP:	435.60	MP 435.60: Sowles Road - Bridge Replacement	\$5,000,000
	2	B656.1 MP:	444.87	MP 444.87: Angola (Exit 57A) Interchange Bridge - Deck Repair and Resurfacing	\$1,950,000
	2	H811.1 MP:	444.87	Angola Interchange (Exit 57A, MP 444.87): Ramp Pavement Rehabilitation	\$4,200,000
	1	H874.2 MP:	451.50	East of Silver Creek (MP 451.5) to Silver Creek (Exit 58, MP 455.2): Pavement Rehabilitation	\$10,000,000
	1	H1156.1 MP:	455.20	East of Silver Creek (MP 455.2) to Dunkirk (Exit 59, MP 467.2): Pavement Resurfacing and Interchange 58 Resurfacing	\$15,600,000
	1	H334.1 MP:	900.00	Niagara Thruway (I-190), East of South Ogden Street (MP N00.0) to Tonawanda (Exit 17, MP N14.2) Various Interchanges: Pavement	\$3,000,000
	1	B650.1 MP:	914.35	North and South Grand Island Bridge Washing - 2014	\$800,000
	4	B641.1 MP:	920.35	North Grand Island Bridge (MP N20.35 and N21.12) - Painting	\$53,000,000
2014 Total =					\$234,120,000
2011-2014 Buffalo Division Total =					\$729,268,943

Statewide Projects

LETTING YEAR QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011 4	B963.1	TWY wide	Statewide: Repairs to Specific Bridges	\$1,100,000
2011 Total =				\$1,100,000
2012 1	H1071.4	TWY wide	Statewide: Pavement Resurfacing at Various Locations - 2012	\$3,000,000
2012 1	H1110.1	TWY wide	Statewide Culvert Repairs - 2012	\$5,000,000
2012 3	I101.1	TWY wide	Systemwide Toll Violation Enforcement System	\$200,000
2012 Total =				\$8,200,000
2013 1	H1071.3	TWY wide	Statewide: Pavement Resurfacing at Various Locations - 2013	\$3,000,000
2013 1	H1115.1	TWY wide	Rock Slope Projects Statewide - 2013	\$1,000,000
2013 2	H1108.1	TWY wide	Statewide Culvert Repairs - 2013	\$5,000,000
2013 Total =				\$9,000,000
2014 2	H1140.1	TWY wide	Statewide Culvert Repairs - 2014	\$5,000,000
2014 Total =				\$5,000,000
2011-2014 Statewide Project Total =				\$23,300,000