



In December 2022, the New York State Thruway Authority Board of Directors authorized the first step of a public toll adjustment process on the NYS Thruway system. This transparent public toll adjustment includes public hearings, receiving and considering public comments, and ultimately final consideration by the Thruway Authority Board of Directors this year. The Thruway is a user-fee supported roadway and receives NO dedicated federal, state, or local tax dollars.

Highlights

- Statewide tolls remain frozen system-wide through 2023 and will remain some of the lowest toll rates in the country
- 2024 would be first toll adjustment for system-wide NY E-ZPass customers since 2010 (14 years)
 - Two system wide toll rate adjustments - On Jan. 1, 2024 and Jan. 1, 2027, base NY E-ZPass rates increase by five percent from prior levels (currently 4.5 cents per mile will increase to 4.9 cents per mile in 2027).
- Standard Toll rates for Non-NY E-ZPass (currently 5.1 cents per mile for passenger cars) and Tolls By Mail rates (currently 5.8 cents per mile for passenger cars) will increase to 8.6 cents per mile for both groups by 2027.

Gov. Mario M. Cuomo Bridge (GMMCB)

- Plan preserves 40 percent Commuter Discount and increases to 20 percent the Resident Discount for qualified Rockland and Westchester residents on the Gov. Mario M. Cuomo Bridge
- Approximately 73 percent of all passenger trips on GMMCB continue to pay discounted rates compared to the Tolls By Mail rate

Proposed Toll Modifications

SYSTEM-WIDE TOLL RATE ADJUSTMENTS	
Toll Modification Element	Description
Incentivize NY E-ZPass Usage	Beginning on January 1, 2024, increase the current 30 percent Tolls By Mail rate differential (a toll rate 30 percent above the NY E-ZPass rate) to a 75 percent differential.
Non-NY E-ZPass Rates	Beginning on January 1, 2024, increase the current Non-NY E-ZPass toll rate differential from a 15 percent rate differential (a toll rate 15 percent above the NY E-ZPass rate for Non-NY E-ZPass tolls) to a 75 percent differential.
NY E-ZPass Rates	On January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by five percent from their prior levels.
GOVERNOR MARIO M. CUOMO BRIDGE TOLL RATE ADJUSTMENTS	
Gov. Mario M. Cuomo Bridge (GMMCB): Increase Base NY E-ZPass to a rate of \$7.75 by 2027	Beginning on January 1, 2024, provide \$0.50 annual increases to the base NY E-ZPass passenger toll rates on the GMMCB during the period 2024-2027. This would result in a base NY E-ZPass rate for passenger vehicles increasing to \$7.75 by 2027 (current rate is \$5.75). Commercial rate increases would be proportionate to the passenger rate increases.
40 Percent Commuter Discount Program*	Maintain the commuter discounted rate of 40 percent off the NY E-ZPass rate for passenger vehicles that opt into the program. Similar to today, the rates assume that a minimum of 20 trips are made in that month; if fewer than 20 trips are taken per month, customers are charged for each trip not taken. This program is only offered to class 2L vehicles with a NY E-ZPass.
Resident Discount Program*	Increase the resident discount E-ZPass Plan for qualified Westchester and Rockland residents from its current 17 percent discount to a 20 percent discount off the NY E-ZPass rate. This program is only offered to class 2L passenger vehicles with a NY E-ZPass who opt into the plan and provide proof of residency.

**Approximately 73.6 percent of passenger trips will pay a discounted rate compared to the Tolls By Mail rate and roughly 30.9 percent of this traffic will be paying the discounted rates for the commuter and resident plans.*

Thruway is One of the Safest Highways in the Nation

- In 2021, the Thruway-wide fatality rate was 0.21 fatalities per 100 million vehicle miles traveled. This compares to an index of 1.33 nationwide in 2021 and 1.02 for New York State in 2020.
- GMMCB – Fewer crashes, wider lanes, emergency shoulders, separate spans for each direction of traffic all translate into fewer traffic delays and more efficient travel times for all motorists.
- 68 percent decreases in crashes between 2016 (the last time traffic was on the TZB for a full year) vs 2021 (number of crashes fell from 313 to 102)

Four Year Impact to Motorists for Common Thruway Trips

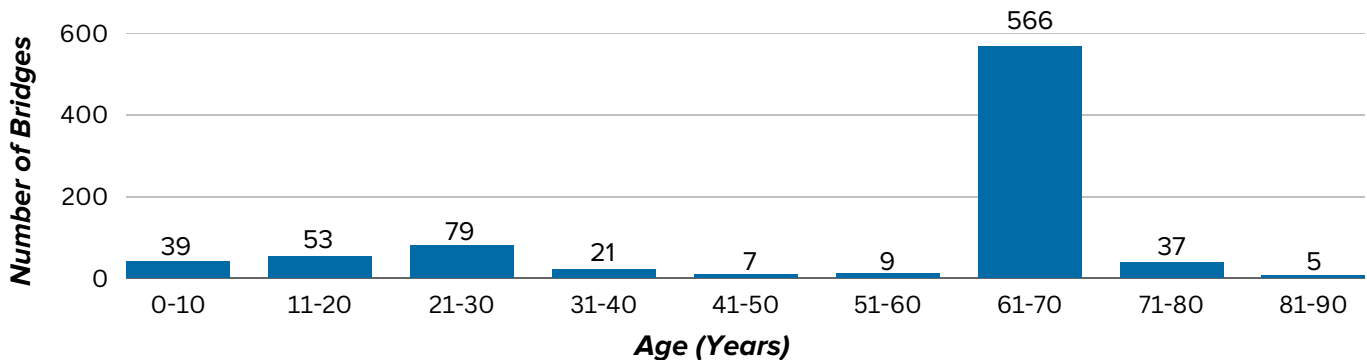
NY E-ZPass Toll Rate

Trip	2023	2024	2027	\$ Change
Woodbury (15) to Albany (24) 117.4 miles	\$5.25	\$5.51	\$5.77	\$0.52
Albany (24) to Syracuse (34A) 128.4 miles	\$5.75	\$6.03	\$6.34	\$0.59
Albany (24) to Buffalo (50) 272.2 miles	\$12.18	\$12.78	\$13.41	\$1.23
Erie Section (55 - PA border) 66.5 miles	\$2.97	\$3.12	\$3.27	\$0.30

Need for Capital Investment/Current State of our Infrastructure

The average age of the Thruway's 815 bridges is 56 years old with 75 percent of those bridges more than 60 years old and 85 percent of the Thruway's roadway base dates back to its original construction.

- \$470 million in capital project needs are not currently supported in 2022-2026 Capital Program.
- More than 85 Thruway bridges have been identified for replacement within the next decade with the projected replacement cost roughly \$800 million in today's dollars.
- Factoring the hundreds of bridges that will require replacement not long thereafter, the costs escalate into the \$6 - \$7 billion range which the existing toll rate structure will not support.



Focused on Cost Savings

- Since 2014, the Authority executed six refinancings that produced approximately \$500 million in debt service savings.
- Since 2010, the Authority has reduced personnel costs by 28 percent.
- Effective 2017, the Canal Corporation was transferred to the NY Power Authority allowing Thruway to focus on its sole mission of operating and maintaining its 570-mile system.
- Thruway Authority operations spending has seen an average growth of less than two percent annually since 2010.

