

MINUTES OF THE REGULAR MEETING OF THE
NEW YORK STATE BRIDGE AUTHORITY

HELD AT HEADQUARTERS, HIGHLAND, N.Y. ON
December 22, 2011

Business agenda documents/reports are mailed to the Board Members and General Counsel one week prior to the meeting. Board meetings are web cast and copy of the web cast is kept as part of the Board meeting files.

IN ATTENDANCE:

BOARD MEMBERS:

Gerentine, Richard A., Vice Chairman
Dressel, Roderick O., Commissioner
Higgins, Roger P., Commissioner
Lashua, C. Vane, Commissioner

Whitbeck, Carl G., Counsel

OFFICERS:

Ruggiero, Joseph, Secretary
Bushek, Brian, Treasurer

ABSENT:

Vecellio, Francis N., Chairman
Ramaglia, Joseph, Commissioner

Vice Chairman Gerentine called the meeting to order at 3:25 PM and called for a motion to adopt the amended agenda. On motion of Commissioner Dressel, seconded by Commissioner Lashua, the amended agenda was adopted unanimously. Vice Chairman Gerentine called for a motion to adopt the minutes of the November 17, 2011 Regular

Meeting. On motion of Commissioner Higgins, seconded by Commissioner Lashua, the minutes of the November 17, 2011 Regular Meeting were adopted unanimously.

ENGINEERING:

1) Jobs in Progress Monthly Report

Mr. Moreau presented the Engineering Jobs in Progress Report for the month of November. He stated that the paint project at Newburgh-Beacon Bridge was slightly under budget. Mr. Moreau also added that the emergency repairs on the Walkway Over the Hudson are ongoing for the structure to be able to withstand winds of 100 mph. Vice Chairman Gerentine called for a motion. On motion of Commissioner Higgins, seconded by Commissioner Dressel, the following resolution was adopted unanimously:

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-089

Resolution Date: December 22, 2011

WHEREAS, the Board has reviewed the monthly Engineering Progress Report on Capital Project Status; and

BE IT RESOLVED that the Engineering Progress Report is accepted as an instrument documenting the Board's briefing of Capital Construction activities; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this
22nd day of December 2011.

Joseph Ruggiero, Secretary

FINANCIAL:

1) Investment Transaction Report

Mr. Bushek reviewed the Investment Report for the month of November noting interest rates remain extremely low. Mr. Bushek stated that without a toll increase the Maintenance Reserve Fund would continue to lose money. Mr. Bushek stated that the refinancing process went well and the Authority saved 3.3 million dollars. Commissioner Lashua added how well the Authority is being managed. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Dressel, the following resolution was adopted unanimously:

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-090

Resolution Date: December 22, 2011

WHEREAS, the investment control procedures for the New York State Bridge Authority provide that the Board shall review and approve the report of investment transactions completed since the meeting of the Board on November 17, 2011; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby concur with and approve the investment report as filed with this body on this date for the purpose noted; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December 2011.

Joseph Ruggiero, Secretary

2) Bridge Property Insurance Award

Mr. Bushek indicated to the Board that on October 13, 2011 the Authority issued an RFP for Bridge Property and Loss of Revenue Insurance. The Authority received requests for information from three brokers and supplied detailed bridge inspection information to two. Ultimately one proposal was received on December 2, 2011 from the Authority's existing broker, Risk Strategies Company. The proposal of \$756,727, based on 2011 values and revenue, reflected a \$150,000 reduction in premium compared to the expiring \$906,106 premium. Mr. Bushek noted that the second broker, Wells Fargo, indicated that they did not quote as they would have come in over \$1 million. As the bridge values change each year and the projected revenues for 2012 will increase due to the toll increase, Risk Strategies has amended their quote to reflect the 2012 premium of \$802,789. This premium is still an 11% reduction even with the small increase of insurable values of 3.5% and a 40% increase in revenue associated with the toll increase scheduled for 2012. With Insurance RFPs, the Authority requests a proposal for a one-year premium and keep available the option of retaining the broker/carrier if they provide materially the same rates and conditions for three-years with the option to extend two additional years. Mr. Bushek said that Risk Strategies proposed that the Authority take a three-year contract with the option, at the Authority's discretion, to terminate the contract at the end of any one-year period. Mr. Bushek explained that this would lock in the 2011 rates for three-years with no risk to the Authority while still allowing premiums to be paid annually. Mr. Bushek also noted that the premium would change only based on changes in insured values and revenues. Based on the proposal and the discussions with the Brokers, Mr. Bushek recommended the Authority Award a three-year contract to Risk

Strategies payable in 1 year installments and subject to change based on increases in insurable values and changes in revenues. Mr. Bushek indicated that notification of revised premium will be brought to the Board prior to the beginning of each year. Vice Chairman Gerentine called for a motion. On a motion Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-091

Resolution Date: December 22, 2011

WHEREAS the Board has reviewed the report relative to the award of Bridge Property and Loss of Revenue Insurance; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby award a contract for Bridge Property and Loss of Revenue Insurance for calendar years 2012 to 2014 to Risk Strategies Company with a three year premium of \$2,408,367 paid in three one year installments of \$802,789 subject to changes in insurable values and expected toll revenues; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December 2011.

Joseph Ruggiero, Secretary

3) Annual Payment to Department of Civil Service

Mr. Bushek indicated to the Board that Section 11 of the Civil Service Law allows the Department of Civil Service to charge public authorities, among other entities, for their fractional share of the expenses for the administration of that department. The Bridge Authority's expense for these services is \$32,120.72 for the year ended March 31, 2011. Mr. Bushek further indicated that this is based on a rate of \$212.72 per position multiplied by the 151 permanently filled positions reported by the Authority on its October 27, 2010 payroll. This is a 5% reduction from prior year billing of \$34,088.22 a 7% decrease in the Civil Service Department's overall expenses offset by two additional Authority positions. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, followed by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-092

Resolution Date: December 22, 2011

WHEREAS the Board has reviewed the report relative to the payment of the Authority's share of the charges for the administration of the Department of Civil Service as mandated by the Civil Service Law, now therefore

BE IT RESOLVED, the New York State Bridge Authority does hereby approve the payment of \$32,120.72 to the Department of Civil Service for the Bridge Authority's share of these costs for the year ending March 31, 2011; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December 2011.

Joseph Ruggiero, Secretary

HUMAN RESOURCES:

1) The Workplace Service Agreement

Mr. Pizzuto indicated that in 2011 the Board approved a service agreement between the Authority and the WorkPlace for employee physicals and random drug screening programs. The agreement was for one-year and allows the parties to extend the agreement for four additional one-year renewal periods. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Commissioner Higgins, seconded by Commissioner Dressel, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-093

Resolution Date: December 22, 2011

WHEREAS the Board of Commissioners has reviewed the memorandum regarding the renewal of The Workplace Service Agreement; and

WHEREAS the Authority's contract with The Workplace allows for this renewal; now therefore

BE IT RESOLVED that the purchase of healthcare services, through The Workplace, at costs provided for in its proposal fee schedule, not-to-exceed \$30,000, for the period of January 1, 2012 through December 31, 2012 is hereby approved; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of
December 2011.

Joseph Ruggiero, Secretary

INFORMATION TECHNOLOGY:

1) Port Security Monthly Procurement Report

Mr. Herd indicated to the Board that the total funding available for procurement for the ITS Project is \$1,700,000.00. Expenses this month totaled \$4,751.46 and the total spent to date is \$1,456,131.69 which leaves a balance of \$301,324.31. No action was required by the Board.

2) Jobs in Progress for IT

Mr. Herd informed the Board that the Information Technology Team camera procurement was received and deployment is being planned. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Dressel, the following resolution was adopted unanimously:

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-094

Resolution Date: December 22, 2011

WHEREAS, the Board has reviewed the monthly Information Technology Progress Report on Capital Project Status; and

BE IT RESOLVED that the Information Technology Progress Report is accepted as an instrument documenting the Board's briefing of Capital Construction activities; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this
22nd day of December 2011.

Joseph Ruggiero, Secretary

OPERATIONS:

1) New York State Thruway Authority – 3rd Quarter 2011 E-ZPass Expenses

Mr. Ferguson indicated that he and the Manager of Toll Systems reviewed the invoice from the New York State Thruway Authority for 3rd quarter 2011 Bridge Authority E-ZPass expenses for the period July 1, 2011 through September 30, 2011 and found them to be true and accurate, and as such, recommends that they be paid in the amount of \$823,407.96. On a motion of Commissioner Higgins, followed by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-095

Resolution Date: December 22, 2011

WHEREAS, the Board has reviewed the report relative to the payment to the New York State Thruway Authority for 3rd Quarter 2011 Bridge Authority E-ZPass costs in the amount of \$823,407.96; now therefore

BE IT RESOLVED that this payment is hereby approved at a cost not to exceed \$823,407.96; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of
December 2011.

Joseph Ruggiero, Secretary

2) General Electronic Data Processing Consultant

Mr. Ferguson explained that in 2010, as the result of a competitive bidding process, the Authority awarded a three-year contract to Dr. Theodore Mankovich of Guilford, CT to be the Authority's General Electronic Data Processing (EDP) consultant. The contract is for the period January 15, 2011 through January 14, 2014 with the option to renew for an additional two (2) one-year periods. Mr. Ferguson indicated that this will be the second year of the contract. Mr. Ferguson said that the Manager of Toll systems, Mr. Morgese has prepared an estimate of annual hours and a breakdown of the tasks Dr. Mankovich is expected to complete for the Authority in 2012. Mr. Ferguson added twenty-one hours to Mr. Morgese's estimate for any small unanticipated tasks which may arise which brings the total estimated hours to 410 for 2012. A brief discussion followed relative to training our staff to take on some of Mr. Mankovich tasks. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-096

Resolution Date: December 22, 2011

WHEREAS the Board has reviewed the memorandum relative to renewing a contract with Dr. Theodore Mankovich for Electronic Data Processing Consultant services; and

WHEREAS, the Authority has determined a need for these services in 2012; now therefore

BE IT RESOLVED that the contract BA-2011-OO-011-PS is now renewed at a cost not-to-exceed \$51,250.00 for 2012; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December 2011.

Joseph Ruggiero, Secretary

3) New York State Police Mid-Hudson Bridge Traffic Control

Mr. Ferguson reviewed the 2011 New York State Police invoices (through October) for traffic control during peak traffic periods at the Mid-Hudson Bridge. During these periods of heaviest traffic, the Authority pays the New York State Police to provide a dedicated safety patrol at the bridge. These services are budgeted for each year and are included in the annual approved budget for the Mid-Hudson Bridge. Mr. Ferguson indicated that for 2011, the total expenditure is estimated to be approximately \$80,000.00. Mr. Ferguson recommended to approve an amount not-to-exceed \$95,000.00 for these services in 2011. Mr. Ferguson further indicated that this amount assumes approximately 900 hours of overtime coverage at the current rate of \$100.36/hour and allows for an anticipated increase of 10% in April 2012. Mr. Ferguson noted that the last rate increase was 13% in 2005. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-097

Resolution Date: December 22, 2011

WHEREAS, the Board has reviewed the report relative to the payment to the New York State Police for Troop F State Police services related to traffic control provided at the Mid-Hudson Bridge; now therefore

BE IT RESOLVED that the Board approves payment for State Police Troop F services for the period January 1, 2012 – December 31, 2012 in the not-to-exceed amount of \$95,000; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December 2011.

Joseph Ruggiero, Secretary

REPORTS TO BOARD:

1) Monthly Activity Report of the Executive Director

The Monthly Activity Report was submitted by Executive Director Joseph Ruggiero noting no expenditures in the month of November.

2) Traffic Classification Report

Mr. Ruggiero reported on the Traffic Classification Comparison report for the year to date and November 2011. This report shows the traffic count on each bridge, as well as the associated revenue. Year to date, New York State Bridge Authority's revenues are \$510,342.00 below last year's receipts. No action was required by the Board.

OLD BUSINESS:

1) Toll Rate Proposal

Authority Counsel Carl Whitbeck said that compliance with SEQRA requires the Board to review, item by item, the Environmental Assessment Form. The Board may then consider a resolution making a negative declaration of environmental impact (Neg Dec). Mr. Whitbeck proceeded to review each of the twenty questions in part II of the SEQRA form. All responses by the Board indicated that there were no adverse impacts. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by commissioner Dressel, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-098

Resolution Date: December 22, 2011

WHEREAS, the Authority is considering a proposal to amend the Rules and Regulations of the Authority at Part 201 of Title 21 NYCRR to increase the applicable tolls for crossing of the Authority's bridges (the action"); and

WHEREAS, on August 4, 2011, the Authority classified the proposed action as a Type I action and declared its intent to serve as lead agency in a coordinated review of the action, to which no other agency has objected; and

WHEREAS, the Authority has reviewed the EAF, dated August 4, 2011, and supporting materials provided and found that they contain sufficient information on which to base a determination of significance; and

WHEREAS, the Authority has considered the criteria contained in 6 NYCRR 617.7 and thoroughly analyzed all identified relevant areas of environmental concern.

NOW, THEREFORE, BE IT RESOLVED, that, in accordance with the provisions in 6 NYCRR 617.7, the Board of Commissioners of the New York State Bridge Authority hereby determines that the proposed action will not have a significant adverse impact on the environment and that a Draft Environmental Impact Statement will not be prepared, for the reasons set forth in the attached Notice of Determination of Non-Significance ("Notice"), and hereby directs the Secretary to the Board to file the Notice in accordance with the requirements of 6 NYCRR 617.12.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of
December, 2011.

Joseph Ruggiero, Secretary

617.7

State Environmental Quality Review (SEQR)

Negative Declaration

Notice of Determination of Non-Significance

Date of Adoption: December 22, 2011

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Board of Commissioners of the New York State Bridge Authority, as Lead Agency, has determined that the proposed action described below will not have a significant adverse impact on the environment and a Draft Environmental Impact Statement will not be prepared.

Name of Action: Toll Increase

SEOR Status: Type I
Unlisted

Conditioned Negative Declaration: YES
 NO

Description of Action: The New York State Bridge Authority (NYSBA) proposes to implement a general toll increase on NYSBA's five vehicular bridges. The bridges are the Newburgh-Beacon Bridge, the Mid-Hudson Bridge, the Rip Van Winkle Bridge, the Kingston-Rhinecliff Bridge and the Bear Mountain Bridge. Adoption of the Toll Schedule constitutes "routine or continuing agency administration", a Type II action not subject to review under the State Environmental Quality Review Act. However, NYSBA has decided to review the action as if it were subject to SEQRA to provide members of the agency and the public with information on any potential impacts. No land disturbance is proposed as part of the action.

Location: NYS Bridge Authority Headquarters, Mid-Hudson Toll Plaza, Route 44/55 Highland, Dutchess County

Reasons Supporting This Determination:

Impact on Traffic

NYSBA has reviewed the Traffic and Revenue Forecast, dated August 16, 2011, prepared by Stantec Consulting Services Inc, in making its determination that there will be no significant changes in traffic patterns as a result of the proposed toll increase.

The Stantec report concludes that bridge traffic would decrease 2.7 percent and the toll revenues would increase 41.7 percent if the proposed toll increase were adopted.

With increases in tolls, it can be expected that there will be some loss in traffic due to carpooling, consolidation of trips and minimal switches in traffic modes. With respect to NYSBA's service area, population and employment centers and other trip origins and destinations are widely scattered, and therefore not suited to effective trans-river public transportation. Thus, there is limited opportunity for commuters to use alternate travel modes, except for carpooling and not making the trip at all. The Authority expects relatively little change in commuter traffic as a result of the proposed increase.

The proposed tolls are and will remain significantly less than the Tappan Zee Bridge and the Port Authority's bridges and tunnels, so it is not anticipated that there will be a significant change in truck traffic. The proposed tolls for trucks will be higher than those on the Castleton-on-Hudson Bridge, but the increased toll is not expected to have a significant impact on truck traffic patterns since most trucks on NYSBA's bridges use the Newburgh-Beacon Bridge and the Castleton-on-Hudson Bridge serves New York State Thruway-Massachusetts Turnpike traffic with a more northerly orientation.

Other Potential Impacts

No land disturbance is proposed as part of the action. NYSBA has examined all other potential environmental impacts and found no evidence of any potential significant impact, including without limitation potential impacts on water quality, air quality, agriculture, energy consumption, historic resources, or community or neighborhood character.

For Further Information:

Contact Person: John Bellucci, Chief of Staff
Address: Mid-Hudson Bridge Toll Plaza, 475 Route 44/55,
Highland, NY 12528
Telephone: 845- 691-7245

A Copy of this Notice Filed With:

NYSBA Board of Commissioners (Lead Agency)

Commissioner Joan McDonald, Department of Transportation

Any person who has requested a copy

617.20
Appendix A

SEQR

State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE — Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

On review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

* A Conditioned Negative Declaration is only valid for Unlisted Actions

Toll Increase

Name of Action

New York State Bridge Authority

Name of Lead Agency

Joseph Ruggiero

Executive Director

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

Date

~~August 4, 2011~~ Dec 22, 2011

PART 1 - PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION 2011 Toll Increase			
LOCATION OF ACTION (Include Street Address, Municipality and County) NYS Bridge Authority Headquarters, Mid-Hudson Toll Plaza, Route 44/55, Highland, Dutchess County			
NAME OF APPLICANT/SPONSOR New York State Bridge Authority		BUSINESS TELEPHONE (845) 691-7245	
ADDRESS NYS Bridge Authority Headquarters, Mid-Hudson Toll Plaza, Route 44/55			
CITY/PO Highland		STATE NY	ZIP CODE
NAME OF OWNER (If different)		BUSINESS TELEPHONE ()	
ADDRESS			
CITY/PO		STATE	ZIP CODE
DESCRIPTION OF ACTION: The New York State Bridge Authority (NYSBA) proposes to implement a general toll increase in accordance with the attached toll schedule on NYSBA's five vehicular bridges. The bridges are the Newburgh-Beacon Bridge, the Mid-Hudson Bridge, the Rip Van Winkle Bridge, the Kingston-Rhinecliff Bridge and the Bear Mountain Bridge. Adoption of the toll schedule constitutes "routine or continuing agency administration", a Type II action not subject to review under the State Environmental Quality Review Act. See 6 NYCRR 617.5(c)(20). However, NYSBA has decided to review the action as if it was subject to SEQRA to provide members of the agency and the public with information on any potential impacts. No land disturbance is proposed as part of this action.			

Please Complete Each Question — Indicate "NA" if not applicable.

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present land use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other All sites are existing facilities

2. Total Acreage of project area: N/A acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	_____ acres	_____ acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site? N/A

- a. Soil drainage: Well drained _____ % of site Moderately well drained _____ % of site
 Poorly drained _____ % of site

- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ acres. [See 1 NYCRR 370].

4. Are there bedrock outcroppings on project site? Yes No N/A

- a. What is depth to bedrock? _____ (in feet) _____

5. Approximate percentage of proposed project site with slopes: 0-10% N/A % 10-15% N/A %
 15% or greater N/A % N/A
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? Yes No The Walkway Over the Hudson Bridge, f/k/a the Poughkeepsie Railroad Bridge
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No
8. What is the depth of the water table? N/A (in feet)
9. Is site located over a primary, principal, or sole source aquifer? Yes No N/A
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No N/A
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
 Yes No According to _____ N/A
 Identify each species _____
12. Are there any unique or unusual land forms on the project site? (i.e. cliffs, dunes, other geological formations)
 Yes No Describe _____
13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
 Yes No If yes, explain The Mid-Hudson Bridge and Bear Mountain Bridge provide pedestrian access
14. Does the present site include scenic views known to be important to the community?
 Yes No _____
15. Streams within or contiguous to project area: yes
 a. Name of Stream and name of River to which it is tributary Hudson River
16. Lakes, ponds, wetland areas within or contiguous to project area:
 a. Name N/A b. Size (in acres) _____
17. Is the site served by existing public utilities? Yes No N/A N/A
 a) If Yes, does sufficient capacity exist to allow connection? Yes No
 b) If Yes, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No _____
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No _____
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No _____

B. Project Description N/A

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- a. Total contiguous acreage owned or controlled by project sponsor N/A acres.
- b. Project acreage to be developed: N/A acres initially; N/A acres ultimately.
- c. Project acreage to remain undeveloped N/A acres.
- d. Length of project, in miles: N/A (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %.
- f. Number of off-street parking spaces existing N/A; proposed N/A
- g. Maximum vehicular trips generated per hour N/A (upon completion of project)?
- h. If residential: Number and type of housing units: N/A
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure N/A height; N/A width; N/A length.
 Linear feet of frontage along a public thoroughfare project will occupy is? N/A ft.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? N/A tons cubic yards
3. Will disturbed areas be reclaimed? Yes No N/A
 - a. If yes, for what intended purpose is the site being reclaimed? _____
 - b. Will topsoil be stockpiled for reclamation? Yes No
 - c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? N/A acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? Yes No N/A
6. If single phase project: Anticipated period of construction N/A months, (including demolition).
7. If multi-phased: N/A
 - a. Total number of phases anticipated _____ (number).
 - b. Anticipated date of commencement phase 1 _____ month _____ year, (including demolition).
 - c. Approximate completion date of final phase _____ month _____ year.
 - d. Is phase 1 functionally dependent on subsequent phases? Yes No _____
8. Will blasting occur during construction? Yes No N/A
9. Number of jobs generated: during construction N/A; after project is complete N/A.
10. Number of jobs eliminated by this project _____.
11. Will project require relocation of any projects or facilities? Yes No If yes, explain _____.
12. Is surface liquid waste disposal involved? Yes No N/A
 - a. If yes, indicate type of waste (sewage, industrial, etc.) and amount _____.
 - b. Name of water body into which effluent will be discharged _____.
13. Is subsurface liquid waste disposal involved? Yes No Type N/A.
14. Will surface area of an existing water body increase or decrease by proposal? Yes No Explain N/A.
15. Is project or any portion of project located in a 100 year flood plain? Yes No N/A.
16. Will the project generate solid-waste? Yes No N/A
 - a. If yes, what is the amount per month _____ tons _____
 - b. If yes, will an existing solid waste facility be used? Yes No _____
 - c. If yes, give name _____; location _____.
 - d. Will any wastes **not** go into a sewage disposal system or into a sanitary landfill? Yes No _____
 - e. If Yes, explain _____.
17. Will the project involve the disposal of solid waste? Yes No N/A
 - a. If yes, what is the anticipated rate of disposal? _____ tons/month
 - b. If yes, what is the anticipated site life? _____ years.
18. Will the project use herbicides or pesticides? Yes No N/A
19. Will the project routinely produce odors (more than one hour per day)? Yes No N/A
20. Will the project produce operating noise exceeding the local ambient noise levels? Yes No N/A
21. Will project result in an increase in energy use? Yes No N/A
If yes, indicate type(s) _____.
22. If water supply is from wells, indicate pumping capacity _____ gallons/minute N/A
23. Total anticipated water usage per day _____ gallons/day. N/A
24. Does project involve Local, State or federal funding? Yes No N/A
If yes, explain _____.

25. Agency Approvals Required:

	Yes	No	Type	Submittal Date
Town Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
Town Planning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
Town Zoning Board	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
Dutchess County Health Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
Regional	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
State	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DOT Commissioner</u>	_____
Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>NYSBA Board Approval</u>	_____
Federal Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____
_____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	_____

C. Zoning and Planning Information

- Does proposed action involve a planning or zoning decision? Yes No
 If Yes, indicate decision required:
 zoning amendment zoning variance special use permit subdivision site plan
 new/revision of comprehensive plan resource management plan other _____
- What is the zoning classification(s) of the site? N/A.
- What is the maximum potential development of the site if developed as permitted by the present zoning? N/A.
- What is the proposed zoning of the site? N/A.
- What is the maximum potential development of the site if developed as permitted by the proposed zoning? N/A.
- Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No N/A
- What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action? N/A.
- Is the proposed action compatible with adjoining/surrounding land uses within ¼ mile? Yes No N/A
- If the proposed action is the subdivision of land, how many lots are proposed? N/A.
 a. What is the minimum lot size proposed? _____
- Will proposed action require any authorization(s) for the formation of water or sewer districts? Yes No N/A
- Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? Yes No
 a. If yes, is existing capacity sufficient to handle projected demand? Yes No
- Will the proposed action result in the generation of traffic significantly above present levels? Yes No
 a. If yes, is the existing road network adequate to handle the additional traffic? Yes No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name New York State Bridge Authority

Date 9/16/11

Signature Joseph Ruzic

Title Executive Director

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

Proposed Rule

NEW YORK STATE BRIDGE AUTHORITY

Amend Title 21 NYCRR Section 201.2 entitled "Bridge tolls" to read as follows:

(a) Tolls shall be charged for each vehicle as classified below for each eastbound passage over each of the vehicular bridges controlled by the authority in accordance with the following schedule. Discounted tolls may be offered for fares paid through the E-ZPass electronic toll system provided that such discounted tolls shall expire December 31st of each year, except and to the extent extended annually by the Authority. Discounts for fares paid through the E-ZPass electronic toll system are subject to the requirements of § 201.6.

Vehicle class	Vehicle description	Axles	Standard Toll	<u>E-ZPass Discounted Toll</u>
1	All vehicles with two or fewer axles and four or fewer tires	2	[\$1.00] <u>\$1.50</u>	<u>\$1.25</u>
2	Two-axle vehicles with more than four tires	2	[\$2.50] <u>\$5.00</u>	<u>\$4.50</u>
3	Three-axle vehicles	3	[\$4.50] <u>\$7.50</u>	<u>\$6.75</u>
4	Four-axle vehicles	4	[\$6.00] <u>\$10.00</u>	<u>\$9.00</u>
5	Five-axle vehicles	5	[\$7.50] <u>\$12.50</u>	<u>\$11.25</u>
6	Six-axle vehicles	6	[\$9.00] <u>\$15.00</u>	<u>\$13.50</u>

Vehicle class	Vehicle description	Axles	Standard Toll	<u>E-ZPass</u> <u>Discounted Toll</u>
7	Each additional axle attached to vehicles in class 1	1	[\$ 0.50] <u>\$1.00</u>	<u>\$0.90</u>
8	Each additional axle on or attached to vehicles in classes 2 through 6	1	[\$1.50] <u>\$2.50</u>	<u>\$2.25</u>
9	[Regular] <u>Commuter discount</u>	2	[As described in section 201.5 of this Part]	<u>As described in section 201.5 of this Part</u>
10	[Car pool discount] <u>Reserved</u>	[2]	[As described in section 201.4 of this Part]	
11	Vehicles owned and operated by the authority, by authority employees or contractors, and emergency service vehicles or other vehicles which by law or authority resolution are treated as Class 11 vehicles	2	No charge	
12	Each additional axle on or attached to vehicles in class 11	1	No charge	

b) Pedestrians and self-propelled bicycles shall not be subject to tolls on bridges and facilities where such access and/or operation is permitted.

(§ 201.3 remains unchanged.)

Amend Title 21 NYCRR Section 201.4 entitled "Car Pool Discount" to read as follows and rename the section heading to read "Vehicular Bridges":

[Notwithstanding the above toll schedule, the authority shall have the right to issue car pool discount books for class 1 vehicles, as described above, subject to the following conditions.

(a) Car pool books shall contain 30 tickets, each good for one eastbound passage of a class 1 vehicle carrying three or more persons, shall be good for passage Monday through Friday only within 90 days of the date of purchase, and shall be sold at a price of \$9.

(b) Car pool books must be presented at the time of each passage and each ticket removed by a member of the authority staff. If not so presented, the full single trip toll shall be charged. Loose and/or detached tickets shall be invalid.

(c) Car pool tickets shall not be valid for passage by any vehicle carrying fewer than three persons.

(d) Car pool tickets shall be valid only for privately registered vehicles and individually owned or leased pick-up trucks.

(e) If a car pool book is presented after the expiration date, or if the book, or any ticket, is erased, defaced or altered, it will be invalid and will be confiscated, and the full single trip toll will be charged.

(f) No refund will be made if any car pool book is lost, stolen, expired, confiscated or for tolls collected upon failure to present the book, or for unused tickets.

(g) Car pool books are not transferable within one mile of the authority facilities.

(h) In addition to or in lieu of the issuance of regular commutation books for class 1 vehicles, the authority may offer discounted commuter tolls through its E-ZPass electronic toll system in accordance with procedures and under terms and conditions as from time to time may be prescribed by the authority. Such procedures, terms and conditions may include minimum deposits, administrative service fees on accounts or equipment, limits on transferability, and E-ZPass account requirements. The E-ZPass discount for regular commutation shall provide for a discounted toll of \$0.40, provided that the E-ZPass account holder agrees to allow their account to be charged for a minimum of 17 tolls per monthly period established by the authority.]

The vehicular bridges subject to toll shall be the Mid-Hudson Bridge, the Rip Van Winkle Bridge, the Bear Mountain Bridge, the Kingston-Rhinecliff Bridge, and both spans of the Hamilton Fish Newburgh-Beacon Bridge.

Subdivision (c) of 201.5 is renumbered to subdivision (a) and Section 201.5 entitled, "Commuter discount", is amended to read as follows:

[(a) Notwithstanding the above toll schedule, the authority may offer discounted commuter tolls for class

1 vehicles through its E-ZPass electronic toll system in accordance with procedures and under terms and conditions as from time to time may be prescribed by the authority. Such procedures, terms and conditions may include minimum deposits, administrative service fees on accounts or equipment, limits on transferability, and E-ZPass account requirements.]

[(c)] (a) The E-ZPass [regular] commuter discount shall provide for a maximum discounted toll of [\$.50] \$1.00, provided that the E-ZPass account holder agrees to allow their account to be charged for a minimum of 17 tolls per monthly period established by the authority.

(b)[Such] The commuter discount shall be available only for privately-registered vehicles and individually owned or leased pick-up trucks through the E-ZPass System.

(§ 201.6 remains unchanged.)

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
- The Examples provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer Yes if there will be any impact.
- b. Maybe answers should be considered as Yes answers.
- c. If answering Yes to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the Yes box in column 3. A No response indicates that such a reduction is not possible. This must be explained in Part 3.

	1	2	3
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

• Specific land forms:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
------------------------	--------------------------	--------------------------	--

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 1.0 acre increase or decrease.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?			
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
Examples that would apply to column 2			
• Proposed Action would change flood water flows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action may cause substantial erosion.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action is incompatible with existing drainage patterns.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow development in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AIR

7. Will Proposed Action affect air quality?			
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
Examples that would apply to column 2			
• Proposed Action will induce 1,000 or more vehicle trips in any given hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will result in the incineration of more than 1 ton of refuse per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow an increase in the amount of land committed to industrial use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow an increase in the density of industrial development within existing industrial areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?			
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
Examples that would apply to column 2			
• Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • The permanent foreclosure of a future recreational opportunity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • Proposed Action to locate within the CEA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quantity of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quality of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will impact the use, function or enjoyment of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

NO YES

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> • Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission. • Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.) • Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids. • Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste. • Other impacts: | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No |
|---|--|--|--|

**IMPACT ON GROWTH AND CHARACTER
OF COMMUNITY OR NEIGHBORHOOD**

19. Will Proposed Action affect the character of the existing community?

NO YES

Examples that would apply to column 2

- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> • The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%. • The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project. • Proposed Action will conflict with officially adopted plans or goals. • Proposed Action will cause a change in the density of land use. • Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community. • Development will create a demand for additional community services (e.g. schools, police and fire, etc.) | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/>

<input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No

<input type="checkbox"/> Yes <input type="checkbox"/> No |
|--|--|--|--|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Coastal Assessment Form

A. INSTRUCTIONS (Please print or type all answers)

1. State agencies shall complete this CAF for proposed actions which are subject to Part 600 of Title 19 of the NYCRR. This assessment is intended to supplement other information used by a state agency in making a determination of significance pursuant to the State Environmental Quality Review Act (see 6 NYCRR, Part 617). If it is determined that a proposed action will not have a significant effect on the environment, this assessment is intended to assist a state agency in complying with the certification requirements of 19 NYCRR Section 600.4.
2. If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the coastal policies contained in Article 42 of the Executive Law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to either (a) making a certification of consistency pursuant to 19 NYCRR Part 600 or, (b) making the findings required under SEQR, 6 NYCRR, Section 617.11, if the action is one for which an environmental impact statement is being prepared. If an action cannot be certified as consistent with the coastal policies, it shall not be undertaken.
3. Before answering the questions in Section C, the preparer of this form should review the coastal policies contained in 19 NYCRR Section 600.5. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the coastal area.

B. DESCRIPTION OF PROPOSED ACTION

1. Type of state agency action (check appropriate response):
 - (a) Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction) X
 - (b) Financial assistance (e.g. grant, loan, subsidy) _____
 - (c) Permit, license, certification _____
2. Describe nature and extent of action: Implementation of a general toll increase affecting all vehicular bridges maintained by the New York State Bridge Authority.
3. Location of action: Hudson Valley (see below)

County	City, Town or Village	Street or Site Description
Counties of Columbia, Greene, Ulster, Dutchess, Orange, Westchester, Putnam and Rockland.		

4. If an application for the proposed action has been filed with the state agency, the following information shall be provided:

- (a) Name of applicant: New York State Bridge Authority
- (b) Mailing address: P.O. Box 1010, Highland, NY 12528
- (c) Telephone Number: Area Code (845) 691-7245
- (d) State agency application number: _____

5. Will the action be directly undertaken, require funding, or approval by a federal agency?

Yes _____ No X If yes, which federal agency? _____

C. COASTAL ASSESSMENT (Check either "YES" or "NO" for each of the following questions)

1. Will the proposed activity be located in, or contiguous to, or have a significant effect upon any of the resource areas identified on the coastal area map:

- | | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| (a) Significant fish or wildlife habitats? | <u>X</u> | ___ |
| (b) Scenic resources of statewide significance? | <u>X</u> | ___ |
| (c) Important agricultural lands? | <u>X</u> | ___ |

2. Will the proposed activity have a significant effect upon:

- | | | |
|--|-----|----------|
| (a) Commercial or recreational use of fish and wildlife resources? | ___ | <u>X</u> |
| (b) Scenic quality of the coastal environment? | ___ | <u>X</u> |
| (c) Development of future, or existing water dependent uses? | ___ | <u>X</u> |
| (d) Operation of the State's major ports? | ___ | <u>X</u> |
| (e) Land and water uses within the State's small harbors? | ___ | <u>X</u> |
| (f) Existing or potential public recreation opportunities? | ___ | <u>X</u> |
| (g) Structures, sites or districts of historic, archeological or cultural significance to the State or nation? | ___ | <u>X</u> |

3. Will the proposed activity involve or result in any of the following:

- | | | |
|---|-----|----------|
| (a) Physical alteration of two (2) acres or more of land along the shoreline, land under water or coastal waters? | ___ | <u>X</u> |
| (b) Physical alteration of five (5) acres or more of land located elsewhere in the coastal area? | ___ | <u>X</u> |
| (c) Expansion of existing public services of infrastructure in undeveloped or low density areas of the coastal area? | ___ | <u>X</u> |
| (d) Energy facility not subject to Article VII or VIII of the Public Service Law? | ___ | <u>X</u> |
| (e) Mining, excavation, filling or dredging in coastal waters? | ___ | <u>X</u> |
| (f) Reduction of existing or potential public access to or along the shore? | ___ | <u>X</u> |
| (g) Sale or change in use of state-owned lands located on the shoreline or under water? | ___ | <u>X</u> |
| (h) Development within a designated flood or erosion hazard area? | ___ | <u>X</u> |
| (i) Development on a beach, dune, barrier island or other natural feature that provides protection against flooding or erosion? | ___ | <u>X</u> |

4. Will the proposed action be located in or have a significant effect upon an area included in an approved Local Waterfront Revitalization Program?

X ___

D. SUBMISSION REQUIREMENTS

If any question in Section C is answered "Yes", AND either of the following two conditions is met:

Section B.1(a) or B.1(b) is checked; or
Section B.1(c) is checked AND B.5 is answered "Yes",

THEN one copy of the Completed Coastal Assessment Form shall be submitted to:

New York State Department of State
Division of Coastal Resources
41 State Street, 8th Floor
Albany, New York 12231

If assistance of further information is needed to complete this form, please call the Department of State at (518) 474-6000.

E. REMARKS OR ADDITIONAL INFORMATION

The New York State Bridge Authority (NYSBA) proposes to implement a general toll increase in accordance with the attached toll schedule on NYSBA's five vehicular bridges. The bridges are the Newburgh-Beacon Bridge, the Mid-Hudson Bridge, the Rip Van Winkle Bridge, the Kingston-Rhinecliff Bridge and the Bear Mountain Bridge. Adoption of the toll schedule constitutes "routine or continuing agency administration", a Type II action not subject to review under the State Environmental Quality Review Act. See 6 NYCRR 617.5(c)(20). However, NYSBA has decided to review the action as if it were subject to SEQRA to provide members of the agency and the public with information on any potential impacts. No land disturbance is proposed as part of this action.

Preparer's Name: Carl G. Whitbeck, Jr., Esq.
(Please print)

Title: General Counsel Agency: New York State Bridge Authority

Telephone Number: (518) 828-9444 Date: September 29, 2011

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

Not applicable.

Toll Rate Schedule Rule Revision

Mr. Ruggiero reviewed the report of the Public Hearing held on December 15, 2011. Mr. Ruggiero noted that the Board held the public comment period open for 5 days after the Public Hearing. Mr. Ruggiero further noted that the Board began accepting comment on December 1, 2011, well in advance of the public hearing. Mr. Ruggiero said the report documents the Authority's compliance with Public Authorities Law and the State Administrative Procedures Act. It details the Authority's efforts to advertise the hearing and solicit public comment, provides an assessment of public comment, and includes a transcript of the public hearing. Mr. Ruggiero also reviewed the assessment of public comments noting that there were a total of twelve comments received both through the website, written comments, and testimony at the hearing. Mr. Ruggiero further noted that some comments were supportive of the increase and the Authority's Mission while there were concerns of specific aspects of the toll schedule. Mr. Ruggiero noted that each of these concerns have been discussed. Vice Chairman Gerentine called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-099

Resolution Date: December 22, 2011

WHEREAS, the New York State Bridge Authority (the Authority) published notice of a proposed amendment to the Rules and Regulations of the Authority at Part 201 of Title 21 NYCRR to increase the applicable tolls for crossing the Authority's bridges, which notice appeared in the State Register on October 26, 2011 (the "Proposed Rule"); and

WHEREAS, in accordance with the requirements of Sections 538 and 2804 of the Public Authorities Law, the provisions of the State Administrative Procedures Act, the State Environmental Quality Review Act and other applicable laws and requirements, the Authority has published such notices, held such hearings and provided such reports as are required by law; and

WHEREAS, the Authority has reviewed and considered the comments received with respect to the proposed amendment, including comments made at a public hearing held December 15, 2011; and

WHEREAS, there is on file with the Authority a completed Environmental Assessment Form with respect to the proposed action; and

WHEREAS, the proposed toll increase by the Authority is subject to the receipt of the approval of the New York State Commissioner of Transportation in accordance with Section 538 of the Public Authorities Law;

NOW, THEREFORE, BE IT RESOLVED, BY THE BOARD OF COMMISSIONERS OF THE NEW YORK STATE BRIDGE AUTHORITY, that the adoption and implementation of the Proposed Rule will not result in a significant environmental impact; and

BE IT FURTHER RESOLVED that the Proposed Rule is necessary in order to adequately maintain and operate the Authority's bridges and to comply with covenants made for the benefit of its bondholders, and the tolls specified in the Proposed Rule are reasonable and just; and

BE IT FURTHER RESOLVED that the present Part 201 of the Rules and Regulations of the New York State Bridge Authority, entitled Toll Rules and Rates, 21 NYCRR, Part 201, shall be amended in whole to read as set forth at Exhibit A attached hereto and incorporated herein by reference (the Final Rule); and

BE IT FURTHER RESOLVED that publication of the Final Rule with an effective date of January 30, 2012 is hereby approved; and

BE IT FURTHER RESOLVED that the Executive Director shall cause to be published, submitted and filed such notices, reports and other information and shall do all other things necessary to comply with Section 2804 of the Public Authorities Law, the State Environmental Quality Review Act and the State Administrative Procedures Act; and shall take such further actions as may be necessary or desirable to provide for the proper implementation of the Final Rule; and

BE IT FURTHER RESOLVED that such approval and publication shall be subject to the receipt by the Executive Director of notice of approval of the New York State Commissioner of Transportation in accordance with Section 538 of the Public Authorities Law

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December, 2011.

Joseph Ruggiero, Secretary

Proposed Rule

NEW YORK STATE BRIDGE AUTHORITY

Amend Title 21 NYCRR Section 201.2 entitled “Bridge tolls” to read as follows:

(a) [The following] T[t]ollas shall be charged for each vehicle as classified below for each eastbound passage over each of the vehicular bridges controlled by the authority[:] in accordance with the following schedule. Discounted tolls may be offered for fares paid through the E-ZPass electronic toll system provided that such discounted tolls shall expire December 31st of each year, except and to the extent extended annually by the Authority. Discounts for fares paid through the E-ZPass electronic toll system are subject to the requirements of § 201.6.

Vehicle class	Vehicle description	Axles	Standard Toll	<u>E-ZPass Discounted Toll</u>
1	All vehicles with two or fewer axles and four or fewer tires	2	[\$1.00] <u>\$1.50</u>	<u>\$1.25</u>
2	Two-axle vehicles with more than four tires	2	[\$2.50] <u>\$5.00</u>	<u>\$4.50</u>
3	Three-axle vehicles	3	[\$4.50] <u>\$7.50</u>	<u>\$6.75</u>
4	Four-axle vehicles	4	[\$6.00] <u>\$10.00</u>	<u>\$9.00</u>

Vehicle class	Vehicle description	Axles	Standard Toll	<u>E-ZPass Discounted Toll</u>
5	Five-axle vehicles	5	[\$7.50] <u>\$12.50</u>	<u>\$11.25</u>
6	Six-axle vehicles	6	[\$9.00] <u>\$15.00</u>	<u>\$13.50</u>
7	Each additional axle attached to vehicles in class 1	1	[\$ 0.50] <u>\$1.00</u>	<u>\$0.90</u>
8	Each additional axle on or attached to vehicles in classes 2 through 6	1	[\$1.50] <u>\$2.50</u>	<u>\$2.25</u>
9	[Regular] <u>C[c]ommuter discount</u>	2	[As described in section 201.5 of this Part]	<u>As described in section 201.5 of this Part</u>
10	[Car pool discount] <u>Reserved</u>	[2]	[As described in section 201.4 of this Part]	

Vehicle class	Vehicle description	Axles	Standard Toll	<u>E-ZPass</u> <u>Discounted</u> <u>Toll</u>
11	Vehicles owned and operated by the authority, by authority employees or contractors, and emergency service vehicles or other vehicles which by law or authority resolution are treated as Class 11 vehicles	2	No charge	
12	Each additional axle on or attached to vehicles in class 11	1	No charge	

b) Pedestrians and self-propelled bicycles shall not be subject to tolls on bridges and facilities where such access and/or operation is permitted.

Amend Title 21 NYCRR Section 201.4 entitled “Car Pool Discount” to read as follows and rename the section heading to read “Vehicular Bridges”:

[Notwithstanding the above toll schedule, the authority shall have the right to issue car pool discount books for class 1 vehicles, as described above, subject to the following conditions.

(a) Car pool books shall contain 30 tickets, each good for one eastbound passage of a class 1 vehicle carrying three or more persons, shall be good for passage Monday through Friday only within 90 days of the date of purchase, and shall be sold at a price of \$9.

(b) Car pool books must be presented at the time of each passage and each ticket removed by a member of the authority staff. If not so presented, the full single trip toll shall be charged. Loose and/or detached tickets shall be invalid.

(c) Car pool tickets shall not be valid for passage by any vehicle carrying fewer than three persons.

(d) Car pool tickets shall be valid only for privately registered vehicles and individually owned or leased pick-up trucks.

(e) If a car pool book is presented after the expiration date, or if the book, or any ticket, is erased, defaced or altered, it will be invalid and will be confiscated, and the full single trip toll will be charged.

(f) No refund will be made if any car pool book is lost, stolen, expired, confiscated or for tolls collected upon failure to present the book, or for unused tickets.

(g) Car pool books are not transferable within one mile of the authority facilities.

(h) In addition to or in lieu of the issuance of regular commutation books for class 1 vehicles, the authority may offer discounted commuter tolls through its E-ZPass electronic toll system in accordance with procedures and under terms and conditions as from time to time may be prescribed by the authority. Such procedures, terms and conditions may include minimum deposits, administrative service fees on accounts or equipment, limits on transferability, and E-ZPass account requirements. The E-ZPass discount for regular commutation shall provide for a discounted toll of \$0.40, provided that the E-ZPass account holder agrees to allow their account to be charged for a minimum of 17 tolls per monthly period established by the authority.]

The vehicular bridges subject to toll shall be the Mid-Hudson Bridge, the Rip Van Winkle Bridge, the Bear Mountain Bridge, the Kingston-Rhinecliff Bridge, and both spans of the Hamilton Fish Newburgh-Beacon Bridge.

Subdivision (c) of 201.5 is renumbered to subdivision (a) and Section 201.5 entitled, “Commuter discount”, is amended to read as follows:

[(a) Notwithstanding the above toll schedule, the authority may offer discounted commuter tolls for class 1 vehicles through its E-ZPass electronic toll system in accordance with procedures and under terms and conditions as from time to time may be prescribed by the authority. Such procedures, terms and conditions may include minimum deposits, administrative service fees on accounts or equipment, limits on transferability, and E-ZPass account requirements.]

[(c)] (a) The E-ZPass [regular] commuter discount shall provide for a maximum discounted toll of [\$.50] \$1.00, provided that the E-ZPass account holder agrees to allow their account to be charged for a minimum of 17 tolls per monthly period established by the authority.

(b)[Such] The commuter discount shall be available only for privately-registered vehicles and individually owned or leased pick-up trucks through the E-ZPass System.

2) Addendum to TRMI Agreement for Professional Services

Mr. Ruggiero stated that in July of 2011 the Authority signed a contract with TRMI to supply hardware and software for the Nightwatch project. The original timeline for the project has not been met due to various unforeseen issues. An addendum to the TRMI agreement revises the date of the project completion, provides for specific milestones, and provides compensation to the Authority for damages if the milestones are not met. Mr. Ruggiero went on to say that the revised timeline provides for a March 1, 2012 completion date and includes payments to TRMI only for equipment provided to the Authority prior to project completion. Vice Chairman Gerentine called for a motion. On a motion of commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously.

NEW YORK STATE BRIDGE AUTHORITY

BOARD RESOLUTION

Resolution No.: 011-100

Resolution Date: December 22, 2011

WHEREAS The NYS Bridge Authority has initiated a program designated as “NightWatch ATPM” to provide greater efficiency in the collection of tolls at several of its facilities; and

WHEREAS, the Authority has executed a contract with TRMI for professional services previously approved by the Board and dated July 28, 2011; and

WHEREAS, it is in the Authority's interest to execute an addendum to the contract that revises the completion date, provides for a specific time frame and benchmarks for project completion, provides for penalties for non-completion and makes no changes to the cost of the contract previously approved by the Board; now therefore

BE IT RESOLVED that the Board of Commissioners approves the Addendum to Agreement and Exhibit A attached to this resolution ; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 22nd day of December, 2011.

Joseph Ruggiero, Secretary

This concluded the regular meeting. Vice Chairman Gerentine asked for a motion to adjourn the meeting. On motion of Commissioner Higgins, seconded by Commissioner Dressel and approved unanimously, the regular meeting adjourned at 3:55 P.M.

The next regular meeting is scheduled for January 19, 2012 at 3:00 P.M. at Headquarters.