

Brian Higgins
M.C.
Prsrt Std



Why do we pay tolls on this road?



When these other roads in other parts
of New York State are free?



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of New York State are free?



A Special Report from Congressman Brian Higgins.
Erie and Chautauqua Counties' voice in Washington.

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A Special Report from Congressman Brian Higgins.

The I-190 is the only road in New York State where local commuters are forced to pay tolls to drive downtown. That's just unfair!

Congressman Higgins is taking action to remove tolls on I-190.

For generations, Western New Yorkers have been forced to live with unfair decisions made by Albany bureaucrats. Even now, as thousands of Western New Yorkers are joined by hundreds of local public officials to band together in the fight to remove the tolls on the I-190, New York's governor and his administration miss the opportunity to do the right thing, and instead propose another complicated bureaucratic solution.

Enough is enough. It's time to end once and for all the double-tax commuters are paying in order to use the I-190. It's time to tear these toll barriers down.

- Congressman Higgins has demanded Governor Pataki remove the I-190 toll barriers and has threatened legislation to strip the Thruway Authority of federal funding unless tolls are removed.
- Congressman Higgins has exposed the Thruway Authority's ongoing campaign of misinformation by relentlessly investigating their claims and offering proof of their distortions.
- After reading of the inherent dangers posed by toll barriers, Congressman Higgins has called on state agencies to provide accident statistics detailing the number and scope of accidents and other dangers caused at the Ogden and Breckenridge toll barriers.

“The local campaign for toll removal gained momentum from Rep. Brian Higgins, who wiped clean the cudgel he used on the New York Power Authority and brandished it at the Thruway Authority. The federal government sent money here in the past to remove the tolls, Higgins argues, but the state spent that money elsewhere. It's time to make good.”

– Buffalo News, April 6, 2006



Congressman Higgins inspects the Ogden Street toll barriers with several local leaders who have fought for removal of the I-190 tolls, including (from left) Assemblyman Sam Hoyt, State Senator Marc Coppola, Hamburg Councilwoman Kathy Hochul, County Clerk David Swarts and County Legislator Tim Kennedy.

The Buffalo News, April 14, 2006

Toll fight lets us see who's on our side

It is like one of those recurring dreams. Only in this one, your mind doesn't go blank at the start of a big math test, or you aren't falling off a cliff. In this one, one of the state's shadow mini-governments suckers us out of millions of dollars while some of the politicians we pay to watch our backs sit idle, or — worse — defend the enemy. Sadly, it is no dream. It is the reality we've been stuck with. First it was the Power Authority, claiming it couldn't give us more relicensing money for the bounty of electricity it draws from Niagara Falls. Brian Higgins

The Buffalo News, May 18, 2006

Congressman gets results

Critics say he gains headlines with brash tactics, ignores other legislators' pursuit of the same goals

By ROBERT J. MCCARTHY
NEW POLITICAL REPORTER

For more than half a century, politicians across Buffalo accused, praised and grieved about tolls on the Niagara Thruway. But when Rep. Brian Higgins last month threatened to withhold federal money from the state Thruway Authority, the debate suddenly became

electoral year. "That wasn't all. The freshman Democrat from South Buffalo raised a storm when the New York Power Authority offered Buffalo a massive relicensing settlement. He then helped bring home a \$279 million deal — three times the original offer. And while waterfront development advocates complained for years about the Skyway, it was Higgins' voice that

congressman with blue-collar roots and a Harvard education got results. So why does Higgins feud with his Western New York colleagues in Congress? Why do some mock him as "the best state legislator" in Washington? And why would an audience of local liberals look on as a national radio program? It's a result of what he calls his impatience with the status quo. Higgins has no adults cracked his

side Higgins' Buffalo office, where the congressman announced he had asked Pataki to remove tolls he described as "illegal, immoral and inequitable."

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Higgins joins the fray fresh from a successful battle against the State Power Authority over a relicensing agreement that will pump \$279 million into the Buffalo market over the next 20 years. Swarts and his deputy, Kathleen C. Hochul, a Hamburg councilwoman who joined his Monday, have pressed for removing the tolls.

program is not true. The state received only \$600 million of that fund, he said, and the program was terminated after two years, with no funds directed toward the Thruway. "These illusory pots of money never materialized," he said. "The idea that we took this money and did not do what we're supposed to do is completely erroneous. We're willing to have a public discussion about this, but it's got to be based on

The Buffalo News, April 4, 2006

Congressman calls charges on Niagara Thruway 'illegal, immoral and inequitable'

Higgins to Pataki: Stop tolls or else

By ROBERT J. MCCARTHY
NEW POLITICAL REPORTER

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The Buffalo News, April 6, 2006

Fight over toll barriers heating up

Higgins lashes out, governor's aides respond

By ROBERT J. MCCARTHY
NEW POLITICAL REPORTER

The skirmish between Rep. Brian Higgins and the Pataki administration over Niagara Thruway tolls erupted into full-scale battle Wednesday, with neither side showing any sign of retreat.

In addition, two Republican state senators said the area's top Thruway priority remains relocating the Williamsville toll barrier on the mainline, with removal of Niagara Thruway tolls to be studied later.

policy and of the public trust," Higgins said. "The question is: What are they hiding?" The standoff grew more pointed after the governor's spokesman disputed claims they have ignored Higgins' protests.

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