



The Authority is charged with and committed to maintaining & operating the highway, implementing a capital improvement program to deliver high levels of safety & service and improving the travelers' experience.

Investments Necessary to Preserve the Highway & Bridges

The Authority has maintenance responsibility for **807 bridges and 2,430 lane miles** of pavement.

One of the goals of the current Capital Program is to retain "good" highway and bridge condition ratings. Without the planned \$2.1 billion of capital spending on highway and bridge projects contained in the Program, bridge and highway condition ratings would drop. In contrast, by pursuing the Program as currently planned, an overwhelming percentage of bridge and highway

ratings will remain in the good category – preserving high levels of safety and service for customers. Despite these favorable ratings by 2011, at the end of the current Program, the Authority will have **reconstructed less than 17 percent of pavement and less than 19 percent of the bridges** on the 55-year-old-system. It is important to note that **638 of the Thruway's 807 bridges and 500 of the 570 miles of roadway** are currently more than **50 years old** and major capital investments are required to maintain current levels of safety and service. ▪

Impact of the Proposed Toll Adjustment

A Penny Per Mile

The **cash** rate for passenger vehicles under the proposed plan would **increase by 0.43 cents per mile** (from 4.27 to 4.70 cents per mile) and the **E-ZPass** rate would **increase 1 cent per mile** (from 3.49 to 4.47 cents per mile).

Inflation, as measured by the Consumer Price Index, has increased by approximately 73% between 1988 to 2008. While the Authority has taken on additional responsibilities since 1988, the increase in tolls on the Thruway remains **lower than the rate of inflation**. ▪

	CASH	E-ZPASS	ANNUAL PERMIT <i>(Based on trip length of 30 miles or less)</i>
CURRENT RATE	4.27 cents per mile	3.49 cents per mile	20 cents per trip*
PROPOSED FOR 2010	4.70 cents per mile	4.47 cents per mile	22 cents per trip*
CHANGE	1/2 a penny per mile	one penny per mile	2 cents per trip*
			* assumes 200 round trips annually

Protecting the Most Frequent Users

The E-ZPass **Annual Permit Plan** is \$80 (unchanged since 1988), and the first 30 miles of each trip falls within the parameters of the plan; proposed to increase from \$80 to \$84 in 2009, and to \$88 in 2010.

A commuter making 200 round trips annually pays 20 cents per trip if 30 miles or less (\$80 fee/400 trips).

If implemented under the current proposal, the same trip would be 22 cents when fully phased-in, **an increase of 2 cents per trip** (\$88 fee/400 trips).

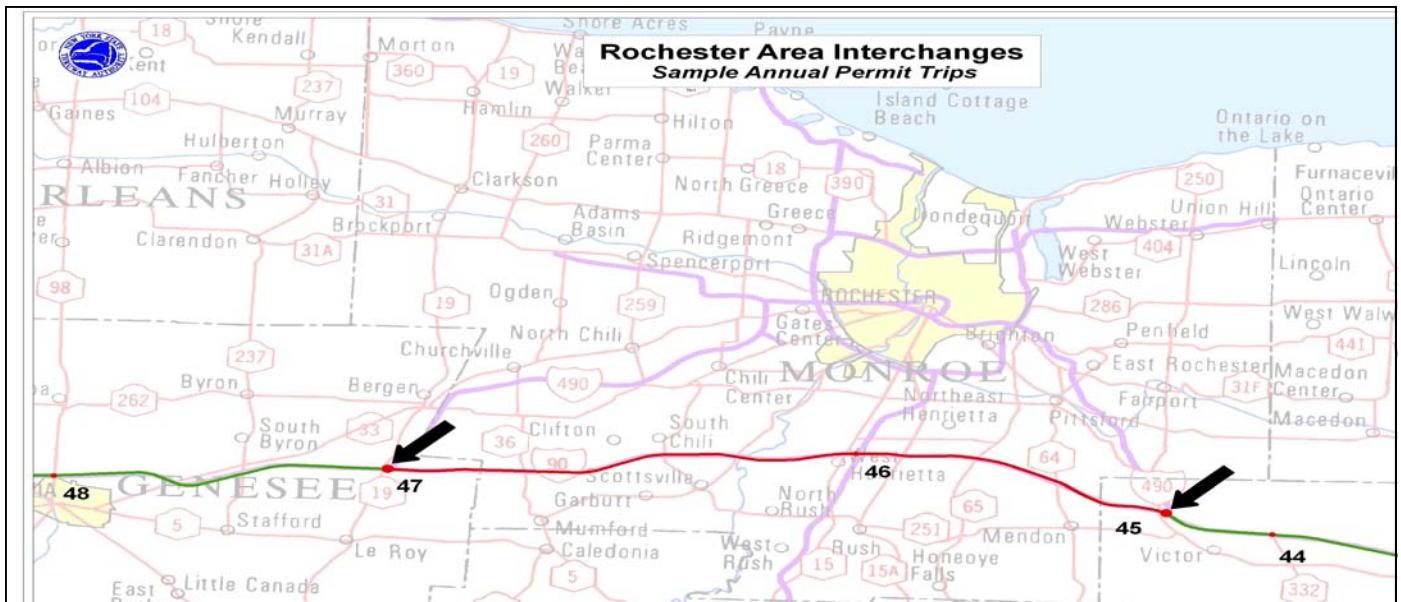
If implemented under the current proposal, the same trip would be 22 cents when fully phased-in,

an increase of 2 cents per trip (\$88 fee/400 trips).

The Annual Permit Plan (see map) allows a customer to travel from Interchange 45 (Victor, I-490) to Interchange 47 (LeRoy), more than 27 miles, for no additional charge.

Visit the Authority's Toll & Distance Calculator and Annual Permit Comparison information online at www.nysthruway.gov/tolls/calc/.

To sign up for the Annual Permit Plan or any E-ZPass plan, new customers can visit www.e-zpassny.com. To change plans, current customers can call the E-ZPass Customer Service Center at 1-800-333-TOLL (8655). ■



Commercial Volume Discount Program

The Authority is committed to continuing to work with the public to finalize a plan that would strike a balance between the financial needs of the Authority, the traveling public and the State's economic well being.

In addition to offering commuter plans for frequent customers traveling in passenger vehicles, the Authority offers a Volume Discount Program to its commercial charge account customers as well.

In 2007, **commercial** vehicles participating in the **Volume Discount Program** saved a total of more than **\$21 million**.

A commercial charge account customer qualifies

for a volume discount when their cumulative toll charges total more than \$1,000 per month. The discount applies to the monthly toll billing as follows:

TOTAL MONTHLY CHARGES	DISCOUNTS
\$1,001 to \$2,000	10 percent discount
\$2,001 to \$3,000	15 percent discount
More than \$3,000	20 percent discount

\$1+ Billion in State Mandated Responsibilities...and Growing

Since the early 1990s, the Authority has assumed responsibility for operating and maintaining I-84* and I-287, operating, maintaining and capital responsibility for the New York State Canal System and the funding of numerous other non-Thruway related projects (such as the Syracuse and Buffalo Inner Harbors). **These mandated projects have cost the Authority more than \$1 billion in toll revenue since 1990**, revenue that would otherwise have been spent on the System's highways and bridges, thereby reducing the Authority's reliance on debt to finance these capital projects.

In 2008 and beyond, it is estimated that the Authority will have to spend at least \$85 million per year for these mandated projects, predominately to support the Canal System. Without these mandated costs, the general toll increases being proposed for 2009 and 2010 would not be necessary. ▪

*Maintained by the Authority, under contract with the NYS Department of Transportation)

Mandated Non-Thruway Expenditures

(In Millions)

Cross Westchester Expressway I-287	\$100.7
Canal System	\$700.4
Interstate 84	\$164.1
Syracuse Inner Harbor	\$ 22.6
Buffalo Inner Harbor	\$ 11.7
Tonawanda Harbor and Trail	\$ 3.3
Syracuse Inter-Modal Center	\$ 4.7
Tappan Zee Ferry	\$ 0.2
Stewart Airport Access Project	\$ 14.4
Interchange 26 Bridge	\$ 2.8
Interchange 32 Tandem Lot	\$ 1.7
<u>Local Bridges</u>	<u>\$ 5.6</u>
Total	\$1,032.2

(In Millions)

The Public Process

In addition to speaking and providing written testimony at the public hearings, comments may also be submitted in writing to the Department of Public Affairs, New York State Thruway Authority, 200 Southern Boulevard, Albany, NY, 12209, or via email at

Public.Comment@thruway.state.ny.us.

Comments must be *received* by the Authority no later than April 10, 2008.

More information is available on the Authority's website at **www.nysthruway.gov** under "**News & Updates.**"

The Authority plans to seek Board approval for any toll adjustment this Spring ▪

Cost Containment Measures

Operating under Board-imposed cost containment measures, the Authority has already:

- eliminated more than 450 positions since 1995 (plans to eliminate **at least** 50 more positions by end of 2012);
- limited its overall operating expense budget growth to 3.2 percent annually (2008 - 2012); and
- cut more than \$300 million in projects from the \$2.1 billion highway and bridge Capital Program due to inflationary costs.

The Authority will continue to evaluate its operating costs; however, it must continue to rely upon Thruway tolls to **preserve the safety of its roads and bridges and maintain the Canal System.** ▪

2008-2011 ROCHESTER AREA CAPITAL PROGRAM PROJECTS
Thruway and Canal Projects

Let Year	Project Description	Est. Construction Cost
2008	Syracuse Division: Pavement Striping 2009 in Rochester area	\$ 700,000
	Buffalo Division: Bridge Painting, Various Locations in Rochester area	\$ 6,000,000
	Upgrade Emergency Generator at Scottsville and Angola Travel Plaza	\$ 700,000
	LeRoy (Exit 47): Ramps Pavement Rehabilitation, Higher Speed E-ZPass Lane	\$ 1,900,000
	Thruway Bridges over Black Creek: Rehabilitations	\$ 1,500,000
	Monroe, Genesee, Erie & Chautauqua Counties: Screening on 20 Bridges	\$ 700,000
	Buffalo Division: Pavement Striping 2009 in Rochester area	\$ 800,000
2009	Syracuse Division: Pavement Striping 2010 in Rochester area	\$ 800,000
	Buffalo Division: On-Demand Bridge Repairs 2010-2011 in Rochester area	\$ 1,000,000
	Victor (Exit 45): Toll Plaza Rehabilitation and 1 Higher Speed E-ZPass Lane	\$ 4,300,000
	Henrietta (Exit 46): Toll Plaza and Pavement Rehabilitation	\$ 3,700,000
	Henrietta (Exit 46) to LeRoy (Exit 47): Pavement Resurfacing	\$15,000,000
	Milepost 364.74: East River Road over Thruway Bridge Repairs	\$ 800,000
	Thruway Bridges over Genesee River: Bridge Rehabilitations	\$ 6,500,000
	Thruway Bridge over Scottsville Road: Bridge Replacement	\$ 6,200,000
	Buffalo Division: Pavement Striping 2010 in Rochester area	\$ 900,000
Rochester: West Guard Lock ; Rehabilitation, Monroe County	\$ 1,100,000	
2010	Geneva (Exit 42) to Canandaigua (Exit 44): Pavement Resurfacing	\$10,000,000
	Syracuse Division: Pavement Striping 2011 in Rochester area	\$ 800,000
	Thruway Bridges over Abandoned NYCRR and Murder Creek: Rehabilitation	\$ 800,000
	Major Culvert Replacement West of I-390 (Exit 46)	\$ 1,500,000
	Thruway Bridge over Livonia, Avon & Lakeville, and B&O RR: Substructure Repair	\$ 3,200,000
	Thruway Bridge over Reed Road: Rehabilitation	\$ 2,000,000
	LeRoy (Exit 47) to West of Batavia (Exit 48): Pavement Resurfacing Including Ramps at Batavia (Exit 48)	\$32,200,000
	Batavia (Exit 48) to Pembroke (Exit 48A): Pavement Resurfacing	\$ 6,500,000
	Buffalo Division: Pavement Striping 2011 in Rochester area	\$ 900,000
Spencerport: Union Street Lift Bridge – Maintenance Rehabilitation, Monroe County	\$ 600,000	
2011	West Bergen Road Bridge over NYS Thruway : Replacement	\$ 2,500,000
	West of Pembroke (Exit 48A) to Depew (Exit 49): Pavement Resurfacing	\$ 8,500,000