

New York State Thruway Authority



2009 BUDGET

**New York State
Canal Corporation**

NEW YORK STATE THRUWAY AUTHORITY

NEW YORK STATE CANAL CORPORATION

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Michael R. Fleischer	Executive Director

2009 BUDGET

ADOPTED AT:

THRUWAY AUTHORITY BOARD MEETING NUMBER 670

RESOLUTION NUMBER 5705

CANAL CORPORATION BOARD MEETING NUMBER CC-157

RESOLUTION NUMBER 462

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

November 19, 2008

To: Honorable Owen H. Johnson, Chairman, Senate Finance Committee
Honorable William T. Stachowski, Ranking Minority Member, Senate Finance Committee
Honorable Herman D. Farrell, Jr., Chairman, Assembly Ways and Means Committee
Honorable James P. Hayes, Ranking Minority Member, Assembly Ways and Means Committee

Gentlemen:

In compliance with the provisions of the Public Authorities Law and on behalf of the Boards of the New York State Thruway Authority (Authority) and the New York State Canal Corporation (Corporation), I am submitting a summary of the Authority's and Corporation's Budgets for the fiscal year beginning January 1, 2009.

The overall 2009 Budget represents a total financial commitment of \$1,156.3 million. The 2009 Budget is one that is balanced; provides the necessary resources to maintain the current levels of maintenance, safety and service; and maximizes funding for critical infrastructure rehabilitation projects in the Authority's multi-year Capital Plan.

In preparing the Budget, the main focus was on fulfilling the mission of the Authority/Corporation and its critical impact on the

State's economy by providing for high levels of safety and service.

The combined operating budgets of the Thruway, Canals and I-84 for 2009 total \$427.3 million, an increase of \$16.0 million compared to the 2008 combined revised operating budgets. The 2009 Budget reflects reductions in discretionary spending accounts, as well as the elimination of 50 additional full-time staff positions. The Authority has eliminated 516 permanent positions since 1995.

The \$547.8 million Capital Program provides for the critical infrastructure needs of New York's "Main Street" and the Canal System. Significant capital projects funded in 2009 include: the deck replacement and the initiation of major steel repairs on the Tappan Zee Bridge, deck replacement of the South Grand Island Bridge, the

completion of the I-84/I-87 Exit 17 interchange project, the Woodbury Toll Plaza reconstruction project with highway-speed E-ZPass, and the start of the total reconstruction of over 14 miles of pavement in the Syracuse Division. The Capital Program will be financed through a combination of Thruway revenues, bond proceeds and Federal and State/local shares.

The Budget also provides funding for the continued implementation of a new Traffic Management System, completion of an Automatic Vehicle Classification System and the continued upgrade of the Thruway Communications System.

In conclusion, the Authority will continue in 2009 as a self-financing, independent public benefit corporation and will fulfill its mission to operate and maintain the Thruway, Canals, I-287 and I-84 in a fiscally sound and economical manner. The Thruway will continue as a critical link in the State's transportation infrastructure that is essential to the State's economy.

In accordance with Office of the State Comptroller (OSC) regulations, I certify that to the best of my knowledge and belief after reasonable inquiry, the Authority/Corporation 2009 Budget is based on reasonable assumptions and methods of estimation; and the requirements of the OSC regulations have been satisfied.

Respectfully yours,

A handwritten signature in dark ink, appearing to read "Michael R. Fleischer", with a long, sweeping horizontal line extending to the right.

Michael R. Fleischer
Executive Director

The New York State Thruway Authority

The New York State Thruway, a body corporate and politic constituting a public corporation, created in 1950, is empowered, among other things, to construct, operate and maintain a toll facility, and to improve and reconstruct the New York State Thruway subject to certain statutory limitations on the Authority's right to impose tolls on certain parts of the Thruway, including the Cross-Westchester Expressway. The Thruway is a 570-mile superhighway system crossing the State and the largest toll superhighway system in the United States. In addition to being the principal artery of travel and commerce within New York connecting the State's principal cities, the Thruway is a vital link to long distance interstate travel. In addition, the Thruway provides the major route of access for visitors to the State's tourism magnets, including Niagara Falls, the State canal system, the Finger Lakes, the Adirondacks, the Catskills and New York City.

The New York State Canal Corporation is a subsidiary of the New York State Thruway Authority. State legislation transferred responsibility and day-to-day operations for the 524-mile Canal System from the state Department of Transportation to the Thruway Authority in 1992. The Canal Corporation's goal is to transform the Canal System into a world class recreationway, with clustered development to foster recreation, tourism and economic development, while preserving the natural and historical environment of the System and its adjacent communities. The New York State Canal System forms an extensive transportation network providing intermodal linkages within and beyond the state's borders. The Canal System includes four Canals, canalized natural waterways, five lakes, numerous feeder reservoirs, and Canal terminals on Lake Champlain. The Canal System, which links the Hudson River with Lake Champlain, Lake Ontario, the Finger Lakes, the Niagara River and Lake Erie, passes through 25 counties and close to 200 villages, hamlets and towns.

Overview of the Authority's Budget Process

The Authority's budget process starts with the Budget Call Letter sent from the Executive Director providing strategic direction on constructing the Thruway Authority's Budget and establishing guidelines for the Budget's submission. The Thruway Authority's Budget Office issues Budget Preparation Guidelines to all Department Heads and Division Directors which provide timelines, pricing assumptions and other guidance on inputting information into the Thruway Authority's Budget Reporting and Analysis Support System. Budget Staff, along with Departmental representatives, begin discussions on the budget with Division staff in February and March to offer staff in the field a high level of input into the budget process. These discussions and meetings, also allow Budget Staff and representatives from the field to exchange information that may impact operational expenses, equipment purchases and project funding that are within the Authority's budget.

Preliminary budget submissions are due from the Departments and Divisions in April where they are reviewed, analyzed and compared to historical expenditure levels. Any outstanding questions or issues during the informal budget hearing process that cannot be addressed are submitted to Executive Staff for final review and decision at formal budget hearings in May and June. In June, Capital Contracts Program funding needs are reviewed and discussed with Executive Staff and are submitted to the Budget Office. In August/September, the entire, balanced, proposed budget is constructed and is submitted to the Board for their

review and their comments and recommendations are incorporated into the final budget that goes to the Board for approval. Within 30 days prior to Board action, the proposed budget is made available to the general public on the Thruway Authority's website (www.nysthruway.gov) and at convenient locations across the state. Once formally approved by the Board, detailed budget books are prepared and distributed to New York State's Authority Budget office, State Legislature and Office of the State Comptroller.

Budget Assumptions

The Department of Finance and Accounts determines the principal budgetary, financial and economic assumptions underlying projections for non-toll revenues, concession revenues, interest earnings on Authority investments and other revenues. Toll revenue projections are provided by the Authority's traffic engineering consultant – Stantec Consulting Services, Inc. The traffic engineering consultant uses a conservative approach to project toll revenues, basing their estimates on average or anticipated toll revenue changes, on an analysis of past, current and projected traffic and transaction trends, E-ZPass penetration rates, economic trends and indicator's and experiences of other toll roads and interstates.

On the operational side, the Department of Finance and Accounts also determines many underlying assumptions that impact operational expenses. Staffing levels are periodically reviewed and new positions require a cost benefit review and justification to support the new position(s) prior to approval and establishment. In addition, salary changes and employee benefits are projected based on labor contracts with Union's that represent the employees (Thruway: Teamster's & CSEA, Canal: CSEA & PEF and Management confidential employees). Contractual services and equipment purchases are typically put out for public bid and are used as the basis for forming many administrative and operations budgets. The Authority's own historical experiences, information gathered from other state agencies and public authority's and economic indicators provide guidance in forming estimates of future retirement, health insurance, worker's compensation, insurance and other administrative costs. Fuel and utility budgets are also reviewed and projected based on current market conditions and usage. Management also reviews current programs and services to determine if cost saving initiatives and reduction in program service or standards can be made, to reduce the overall budgets funding requirements.

Assessment of Budgetary Risks

The budgetary risks associated with constructing a budget approximately five months before the beginning of the fiscal year is determined by variables that could measurably impact revenues and expenses. On the revenue side, toll collections account for over 90 percent of Thruway revenues, so accuracy of toll revenue projections is critical. As such, the Authority's traffic engineer takes a very conservative posture when estimating toll revenues and tries to project the impact of fuel prices, the State and national economy, and commercial transportation tends to help project future traffic growth. Concession revenue estimates are based on projections from existing concessionaire agreements and sales at restaurant and gas stations are projected based on traffic forecasts and projected capital improvements that may require the closure of certain concession facilities. The risks associated with toll revenue and concession revenue is principally focused on traffic and how it is impacted by weather patterns, fuel prices,

general economic conditions and construction activity along the highway. Other revenues include a very large number of small revenue items that collectively make up a very small portion of Authority revenues. As a result, little budgetary risk is associated with this revenue category.

On the operational side, the risks associated with the operating budget generally include economic changes, such as changes in the cost of fuel and other inputs (such as utilities, steel, cement, asphalt), inclement weather, legislative mandates that may increase overall costs and policing costs.

It is important to note that revenues and expenditures are constantly monitored by the Department of Finance and Accounts and if any material and negative changes from the financial plan are encountered, the Executive Director and Chief Financial Officer will take immediate action to eliminate or reduce discretionary expenditures to maintain a balanced budget and healthy financial condition.

Significant Changes from Previous Plan

Significant changes have been made since the 2008 Budget was first approved by the Authority Board. In April, the Authority voluntarily complied with Governor Paterson's budget reduction plan which is expected to reduce Thruway and Canal Operating Expenses by \$9.3 million. These reductions are expected to be partially offset by higher costs associated with high fuel and salt prices, additional legal claims against the Authority, the settlement of labor contracts and new diesel fuel emissions equipment requirements. In addition, due to impact of high fuel prices and concerns over the national economy, traffic and revenue projections for 2008 through 2011 have been revised downward despite the implementation of toll rate adjustments and E-ZPass discount reductions. Finally, additional revenues resulting from revised real estate permit fee schedules and increased E-ZPass violation collections have been included.

NEW YORK STATE THRUWAY AUTHORITY

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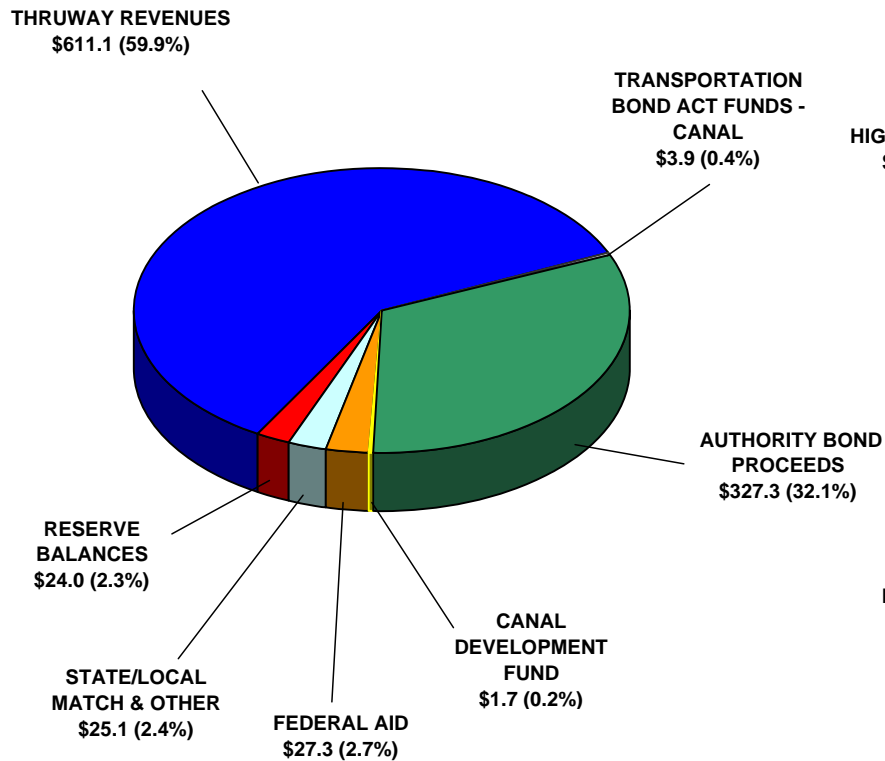
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2008 REVISED BUDGET

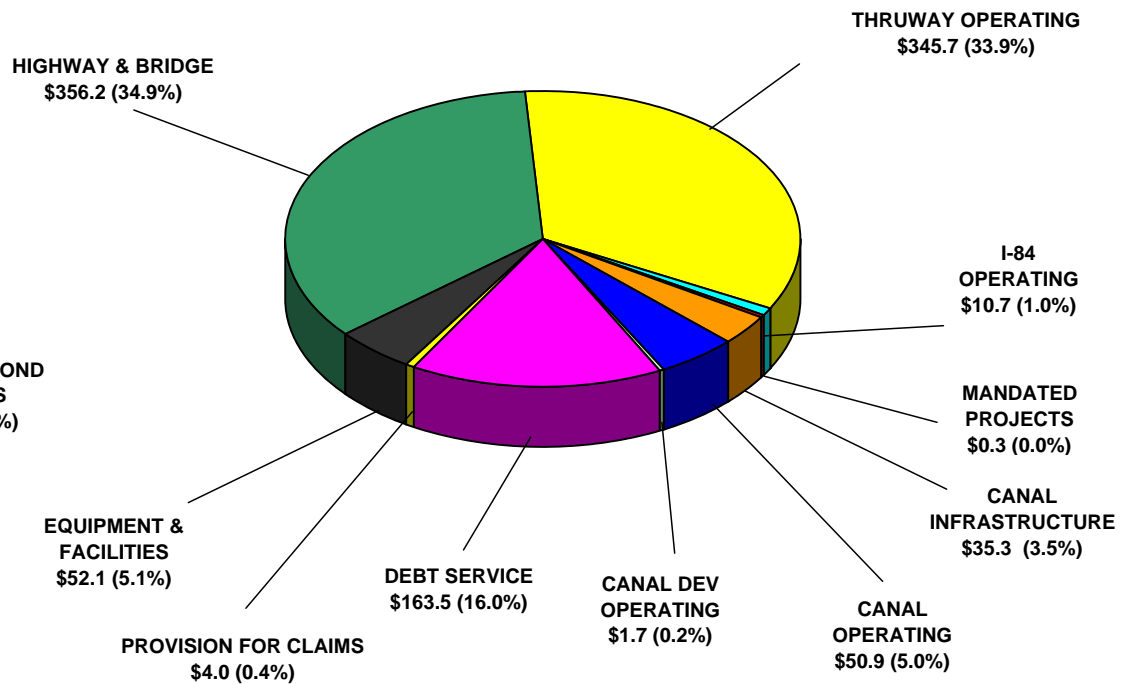
FUNDING SOURCES AND USES

Total \$1,020.4 Million

SOURCES



USES



**2008 REVISED BUDGET - Sources and Uses of Funds
New York State Thruway Authority**

Use of Funds	
Category	Amount

Operating Expenses	345,728,214
Provision for Claims	4,000,000
Debt Service	163,532,025

Capital Program

Highways/Bridges	356,230,229
Architectural (Facilities)	18,020,606
Equipment & Facilities	34,030,536
Canal Capital	35,250,671
Mandated Projects (1)	316,325

Total Capital Program	443,848,367
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Other Authority Projects

Canal Operating	50,927,710
Canal Dev. - Operating	1,734,448
Interstate I-84 (2)	10,651,811

Grand Total	1,020,422,575
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Source of Funds							
2008 Thruway Revenues	Prior Year Reserve Balances	Bond Proceeds	Federal Funds	Other Funds	Canal State Bond Act	Canal Devel. Fund	Total

345,728,214							345,728,214
4,000,000							4,000,000
163,532,025							163,532,025

4,868,513		325,470,086	12,141,931	13,749,699			356,230,229
12,416,618			5,603,988	0			18,020,606
11,330,536	22,000,000			700,000			34,030,536
23,662,859	2,000,000	1,788,342	3,868,180		3,931,290		35,250,671
316,325							316,325

52,594,851	24,000,000	327,258,428	21,614,099	14,449,699	3,931,290	0	443,848,367
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45,251,910			5,675,800				50,927,710
						1,734,448	1,734,448
				10,651,811			10,651,811

611,107,000	24,000,000	327,258,428	27,289,899	25,101,510	3,931,290	1,734,448	1,020,422,575
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(1) Includes funds for Stewart Airport/Drury Lane and Buffalo Inner Harbor.

(2) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

**Comparison of 2008 Budget to Revised Financial Plan
New York State Thruway Authority
(in millions)**

	<u>2008 Budget</u>	<u>Revised Financial Plan</u>	<u>Financial Impact</u>
REVENUES			
Toll Revenue	\$596.9	\$566.8	-\$30.1
Concessions	12.7	11.8	-0.9
Interest	8.0	5.3	-2.7
Sundry	<u>15.1</u>	<u>17.2</u>	<u>2.1</u>
	632.7	601.1	-31.6
Retain for Capital Program	10.0	10.0	0.0
EXPENSES (1)			
Departmental Operating Expenses	226.9	225.5	1.4
Undistributed Charges	118.8	114.1	4.7
Projects & Equipment not Capitalized	<u>7.1</u>	<u>6.1</u>	<u>1.0</u>
Operating Expenses - TWY	352.8	345.7	7.1
Debt Service	163.1	163.5	-0.4
Other Authority Projects (net of Federal Aid)	45.3	45.3	0.0
General Reserve Provision	<u>35.1</u>	<u>24.0</u>	<u>11.1</u>
Subtotal	46.4	32.6	-13.8
Deposit to Reserve Maintenance Fund	44.4	28.6	15.8
Provision for Public Liab. Claims & Indem.	<u>2.0</u>	<u>4.0</u>	<u>-2.0</u>
Balance	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>

(1) The 2008 Revised Financial Plan includes \$3 million for State Police raises and fringe benefits retroactive to April 1, 2007 based on the recent State negotiated contract settlement.

**2008 Revised Financial Plan
New York State Thruway Authority
(in millions)**

2008 Adopted Budget - Thruway Operating Expenses

\$352.8

Revised Financial Plan Adjustments:

Salary Savings	(6.5) Savings due to vacancies and elimination of positions
Special Contracts	(3.5) Savings in diesel fuel emissions, CorCraft, E-Zpass administration, and radio maintenance contracts
Pension Costs	(2.5) Decrease in pension contribution rates
Health Insurance	(1.4) Premium rates lower than originally projected
Workers' Compensation	(1.0) Premiums lower than originally projected
Projects not capitalized	(1.0) Savings in various traffic studies offset by increase of \$750,000 for bridge removal costs (Ridge Hill Project)
Thruway Roadway	(0.9) Savings related to pavement markings contracts & in-house repairs
Bridges	(0.7) Savings in bridge cleaning contracts & in-house repairs
Other Insurance Premiums (TZ Bridge and Master Bridge Policy)	(0.6) Decrease in TZ insurance policy and bridge master policy premium rates
Hardware/Software Maintenance	(0.4) Savings in software maintenance mostly for Transport
Environmental Expense	0.0 Service area remediation at gas stations, delay in contract expenditures.
Repairs due to accidents	0.8 Repair of noisewall damage in NY Division
Allocations	1.1 Decrease in alloc due to reduction in personal services costs
Fuel	1.3 Increased fuel prices
Salaries	1.9 Contractual salary increases
State Police Salaries and Benefits	3.0 State police contract settlement including retroactive payments
Snow and Ice Removal Costs	3.7 Greater inclement weather Jan-March and increase in salt prices
Miscellaneous	(0.4) Miscellaneous adjustments to various accounts

2008 Revised Thruway Operating Budget

\$345.7

2008 Adopted Budget - Other Authority Projects

(net of Federal Aid)

\$45.3

Revised Financial Plan Adjustments:

Projects not Capitalized	(1.0) Utica Harbor remediation deferred to 2009
Pension Costs	(0.3) Decrease in pension contribution rates
Salary Savings	(0.3) Savings due to vacancies and elimination of positions
Special Contracts	(0.2) Savings in Green Thumb
Rentals	(0.1) Reduced canal dredging rentals
Workers' Compensation	(0.1) Premiums lower than originally projected
Salaries	0.3 Contractual salary increases
Fuel	0.3 Increased fuel prices
Waterways	0.5 Funding moved from capital to operating due to nature of work
Federal Aid	0.8 Reduction in operating fed aid for Canals
Miscellaneous	0.1 Miscellaneous adjustments to various accounts

**2008 Revised Other Authority Projects Operating Budget
(net of Federal Aid)**

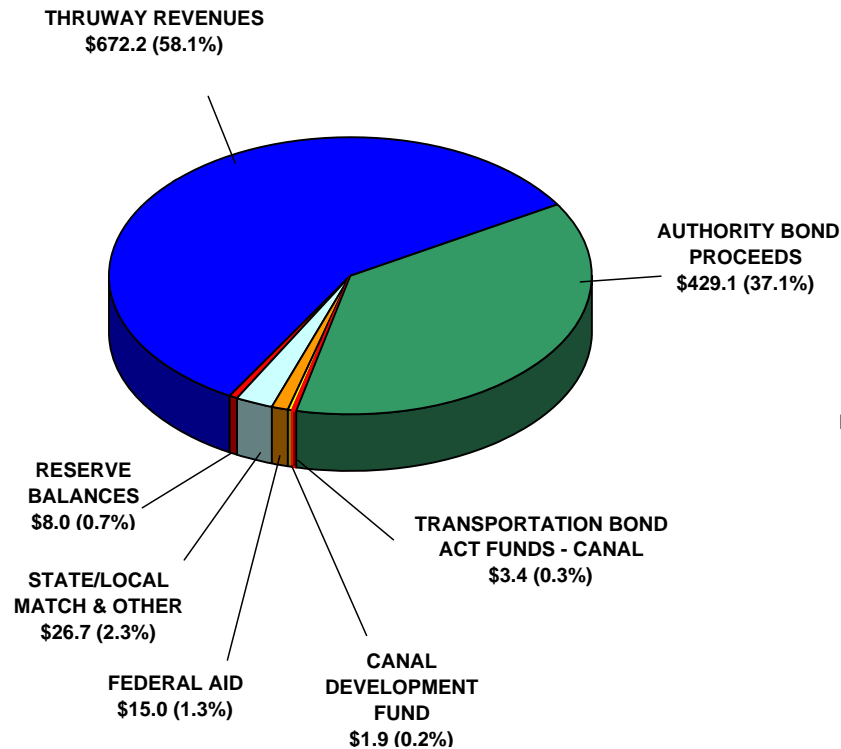
\$45.3

2009 PROPOSED BUDGET

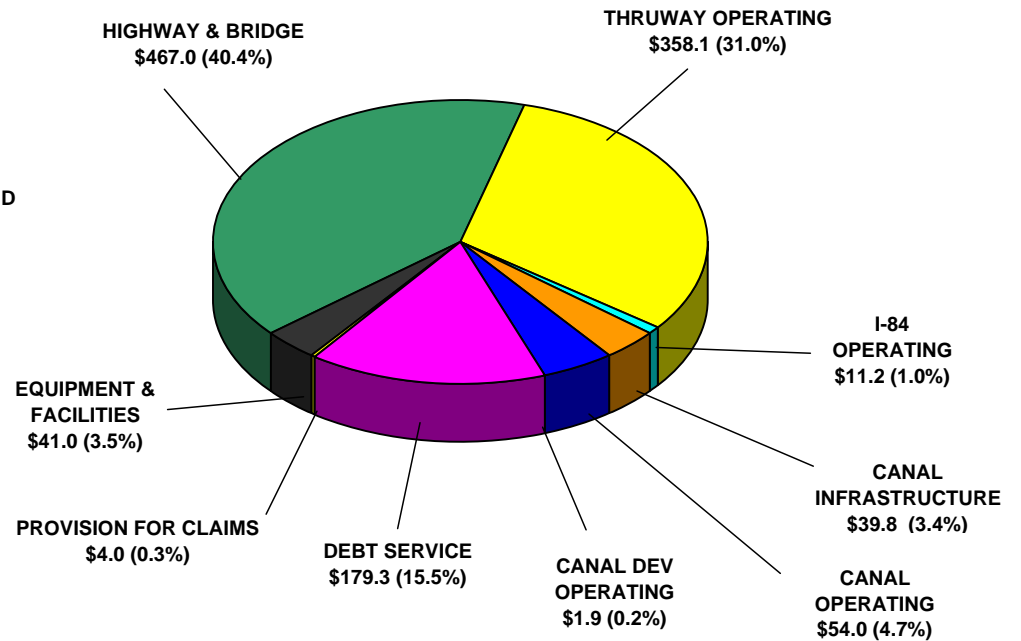
FUNDING SOURCES AND USES

Total \$1,156.3 Million

SOURCES



USES



Note: The 2008 Revised Budget was \$1,020.4 million.

**2009 PROPOSED BUDGET - Sources and Uses of Funds
New York State Thruway Authority**

Use of Funds	
Category	Amount

Source of Funds							
2009 Thruway Revenues	Prior Year Reserve Balances	Bond Proceeds	Federal Funds	Other Funds	Canal State Bond Act	Canal Devel. Fund	Total

Operating Expenses	358,058,643	358,058,643					358,058,643
Provision for Claims	4,000,000	4,000,000					4,000,000
Debt Service	179,289,993	179,289,993					179,289,993

Capital Program

Highways & Bridges	466,984,070	17,891,445		428,663,232	5,636,029	14,793,364			466,984,070
Architectural (Facilities)	9,070,823	6,881,619			2,189,204				9,070,823
Equipment & Facilities	31,908,739	31,208,739				700,000			31,908,739
Canal Capital	39,793,686	26,516,296	8,000,000	451,771	1,449,063		3,376,556		39,793,686
Total Capital Program	547,757,318	82,498,099	8,000,000	429,115,003	9,274,296	15,493,364	3,376,556	0	547,757,318

Other Authority Projects

Canal Operating	54,013,065	48,337,265			5,675,800				54,013,065
Canal Dev. - Operating	1,874,448						1,874,448		1,874,448
Interstate I-84 (1)	11,249,876					11,249,876			11,249,876
Grand Total	1,156,243,343	672,184,000	8,000,000	429,115,003	14,950,096	26,743,240	3,376,556	1,874,448	1,156,243,343

(1) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation

Flow of Funds
General Revenue Bond Resolution
For the Years 2007, 2008 and 2009
New York State Thruway Authority

	2007 Actual	2008 Budget	2008 Revised	2009 Proposed	Change from Revised	Percent Change
Revenues						
Tolls	\$540,321,258	\$596,947,000	\$566,782,000	\$637,654,000	\$70,872,000	12.50%
Concessions	12,999,665	12,700,000	11,850,000	12,200,000	350,000	2.95%
Interest	10,902,297	8,000,000	5,300,000	5,200,000	(100,000)	-1.89%
Sundry	17,440,833	15,076,000	17,175,000	17,130,000	(45,000)	-0.26%
Total	581,664,053	632,723,000	601,107,000	672,184,000	71,077,000	11.82%
CWE Debt Service		0	0	0	0	0.00%
Available Revenues	581,664,053	632,723,000	601,107,000	672,184,000	71,077,000	11.82%
Operating Expenses						
Departmental Operating Expenses	217,704,248	226,840,726	225,514,246	236,844,365	11,330,119	5.02%
Undistributed Charges	108,775,084	118,797,436	114,081,399	117,691,751	3,610,352	3.16%
Equipment under \$5,000	2,337,663	1,289,835	1,289,835	1,502,749	212,914	16.51%
Projects not Capitalized	3,399,746	5,842,734	4,842,734	2,019,778	(2,822,956)	-58.29%
Total	332,216,741	352,770,731	345,728,214	358,058,643	12,330,429	3.57%
Operating Reserves						
Reserve for Claims & Indem	6,750,302	2,000,000	4,000,000	4,000,000	0	0.00%
Total	6,750,302	2,000,000	4,000,000	4,000,000	0	0.00%
Total Operating Expenses And Operating Reserves	338,967,043	354,770,731	349,728,214	362,058,643	12,330,429	3.53%
Adj. To Net Revenues	1,076,580					
Debt Service						
General Revenue Bonds	135,822,037	163,110,091	163,532,025	179,289,993	15,757,968	9.64%
Retained for Capital Program	(5,000,000)	10,000,000	10,000,000		(10,000,000)	0.00%
Net Revenue	102,951,553	124,842,178	97,846,761	130,835,364	32,988,603	33.71%
Reserve Maint. Provisions						
Equipment and Facilities	20,748,644	44,381,492	23,747,154	38,090,358	14,343,204	60.40%
Highway and Bridge		0	4,868,513	17,891,445	13,022,932	
Total	20,748,644	44,381,492	28,615,667	55,981,803	27,366,136	95.63%
Other Authority Projects						
Canals	51,828,441	51,822,914	50,927,710	54,013,065	3,085,355	6.06%
Less:						
Federal/Other Aid for Operations	(8,419,976)	(6,500,000)	(5,675,800)	(5,675,800)	0	0.00%
Interstate 84	12,510,757	10,494,624	10,651,811	11,249,876	598,065	5.61%
Less:						
Reimbursement from DOT for I-84	(2,213,380)	(10,494,624)	(10,651,811)	(11,249,876)	(598,065)	0.00%
Total	53,705,842	45,322,914	45,251,910	48,337,265	3,085,355	6.82%
General Reserve Fund						
Canal Capital	25,013,667	35,137,772	23,979,184	26,516,296	2,537,112	10.58%
Canal Capital - SIB repayment	1,030,000	0	0	0	0	0.00%
	26,043,667	35,137,772	23,979,184	26,516,296	2,537,112	10.58%
Balance	\$2,453,400	\$0	\$0	\$0	\$0	-

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

	2007 Actual	2008 Revised	2009 Proposed	Amount of Change	Percent Change
Toll Revenue					
Passenger	\$324,730,185	\$345,527,000	\$393,508,000	\$47,981,000	13.89%
Commercial	215,591,073	221,255,000	244,146,000	22,891,000	10.35%
Total	<u>540,321,258</u>	<u>566,782,000</u>	<u>637,654,000</u>	<u>70,872,000</u>	<u>12.50%</u>
Concession Revenue					
Gas Stations	2,784,258	2,650,000	2,300,000	(350,000)	-13.21%
Total	<u>2,784,258</u>	<u>2,650,000</u>	<u>2,300,000</u>	<u>(350,000)</u>	<u>-13.21%</u>
Restaurants	10,215,407	9,200,000	9,900,000	700,000	7.61%
Total	<u>10,215,407</u>	<u>9,200,000</u>	<u>9,900,000</u>	<u>700,000</u>	<u>7.61%</u>
Total Concession	<u>12,999,665</u>	<u>11,850,000</u>	<u>12,200,000</u>	<u>350,000</u>	<u>2.95%</u>
Sundry Revenue					
Interest - Revenue Fund	10,902,297	5,300,000	5,200,000	(100,000)	-1.89%
Special Hauling Permits	3,556,757	2,450,000	2,200,000	(250,000)	-10.20%
Permits & Other	13,884,076	14,725,000	14,930,000	205,000	1.39%
Total	<u>28,343,130</u>	<u>22,475,000</u>	<u>22,330,000</u>	<u>(145,000)</u>	<u>-0.65%</u>
 Grand Total	 <u>\$581,664,053</u>	 <u>\$601,107,000</u>	 <u>\$672,184,000</u>	 <u>\$71,077,000</u>	 <u>11.82%</u>



Stantec

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July 18, 2008
193410185-400

Mr. John M. Bryan
Chief Financial Officer
New York State Thruway Authority
200 Southern Boulevard
P.O. Box 189
Albany, New York 12201-0189

Reference: Budget Toll Revenue Projections for 2008 - 2013

Dear Mr. Bryan:

As requested, we have prepared traffic and revenue projections to be used in conjunction with your preparation of the 2009 Budget. We have incorporated several factors in these new projections since our most recent toll revenue projections in late 2007, which were incorporated in the Draft Environmental Assessment submitted in April 2008 (the April 2008 EA forecast). These factors include:

- System
 - NYSTA Toll Schedules and Vehicle Class Modifications effective in January 2008, July 2008, January 2009 and January 2010 were included;
 - Adjustments were made to account for double ticketing of special vehicle classes between 1995 and 2004 in our analysis of historical traffic patterns; and
 - Changes in travel behavior due to rising fuel prices and the weakening economy
- Traffic / Economic
 - Thruway and National Traffic Growth Trends;
 - Current and Projected Economic Trends; and
 - Current and Projected Motor Fuel Prices

BASE TRAFFIC & REVENUE FORECAST

Our base 2008 – 2013 toll revenue projections, which assume that gas prices in constant dollars will stabilize at 2009 levels, are summarized in Table 1 and presented in detail in Appendix A. The base passenger and commercial traffic projections are compared with the April 2008 forecast in Figures 1 and 2, respectively.

Reference: Budget Toll Revenue Projections for 2008 - 2013

Table 1 Base Annual Toll Revenue Projections 2008 - 2013 Stabilization of Gas Prices at 2009 Levels with Typical Recovery								
Year	Passenger Cars		Commercial Vehicles			Total ¹	Growth	April EA Budget Projections ²
	Control	Barrier	Control	Barrier	Vol. Disc			
2006 ⁴	\$183,676	\$141,086	\$188,031	\$49,999	(\$21,110)	\$541,682	9.61%	\$542,012
2007 ³	\$183,368	\$141,361	\$187,020	\$49,721	(\$21,150)	\$540,320	-0.25%	\$542,814
2008	\$194,228	\$153,699	\$193,139	\$51,063	(\$21,347)	\$570,782	5.64%	\$594,707
2009	\$210,528	\$182,980	\$210,919	\$57,002	(\$23,775)	\$637,654	11.72%	\$673,008
2010	\$223,174	\$185,464	\$234,600	\$61,180	(\$26,425)	\$677,993	6.33%	\$710,349
2011	\$229,347	\$189,154	\$243,132	\$62,832	(\$27,520)	\$696,945	2.80%	\$725,863
2012	\$235,690	\$192,920	\$251,974	\$64,532	(\$28,346)	\$716,770	2.84%	\$741,732
2013	\$242,209	\$196,762	\$261,137	\$66,281	(\$29,196)	\$737,194	2.85%	

¹ Includes Volume Discount
² Projections Made in December 2007 Report Adjusted for Change in Commercial Special Class
³ Actual Revenue
⁴ Black Rock and Buffalo City Line Not Included
Numbers May Not Add Due to Rounding

Discussion of Factors Influencing Our Base Toll Revenue Projections

A brief summary of each of the factors influencing our base traffic and revenue projections for the balance of 2008 and annually through 2013 is presented herein.

- NYSTA Toll Schedules and Vehicle Class Modifications

The recently adopted toll schedules and vehicle class modifications that became effective in January 2008 and July 2008 as well as those that will become effective in January 2009 and January 2010 have incorporated into our current traffic and revenue projections. These toll schedules are included in Attachment A.

- Special Class Adjustments

For our analysis of historical traffic patterns during periods of economic downturns and fuel price increases, we made adjustments to the toll transactions to account for the previous practice of "double ticketing" special commercial vehicle classes between 1995 and 2004. We compared the average annual increase in tolled traffic both with and without double ticketing and applied an adjustment year-by-year, so as to reflect the historical traffic pattern during that period for the equivalent number of single ticket transactions.

Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 1 -- Passenger Vehicle Traffic Base Forecast
Economic Downturn and Stabilized Higher Gas Prices
at 2009 Levels with Typical Economic Recovery

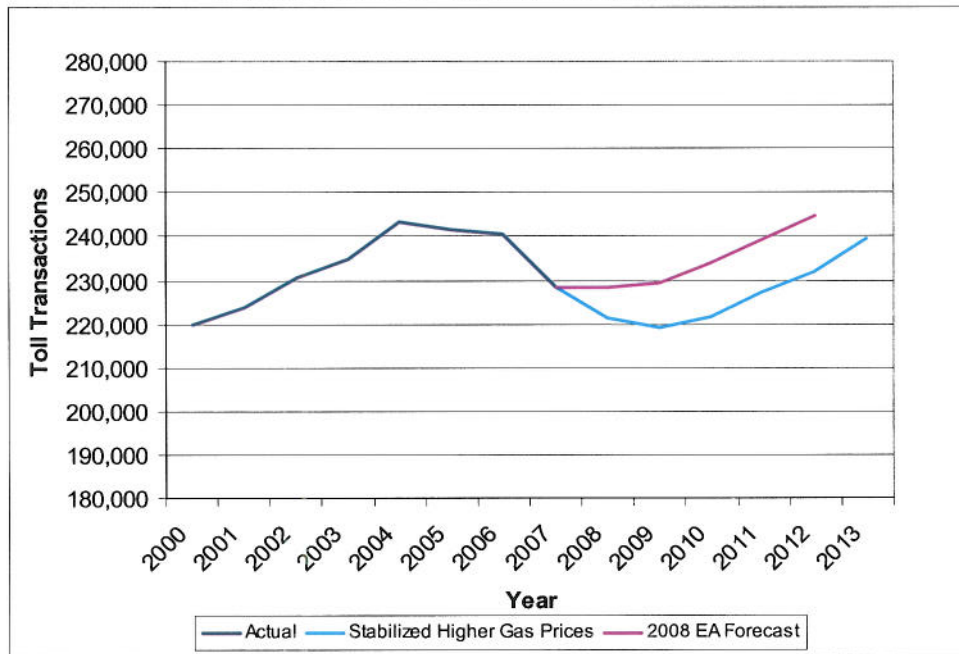
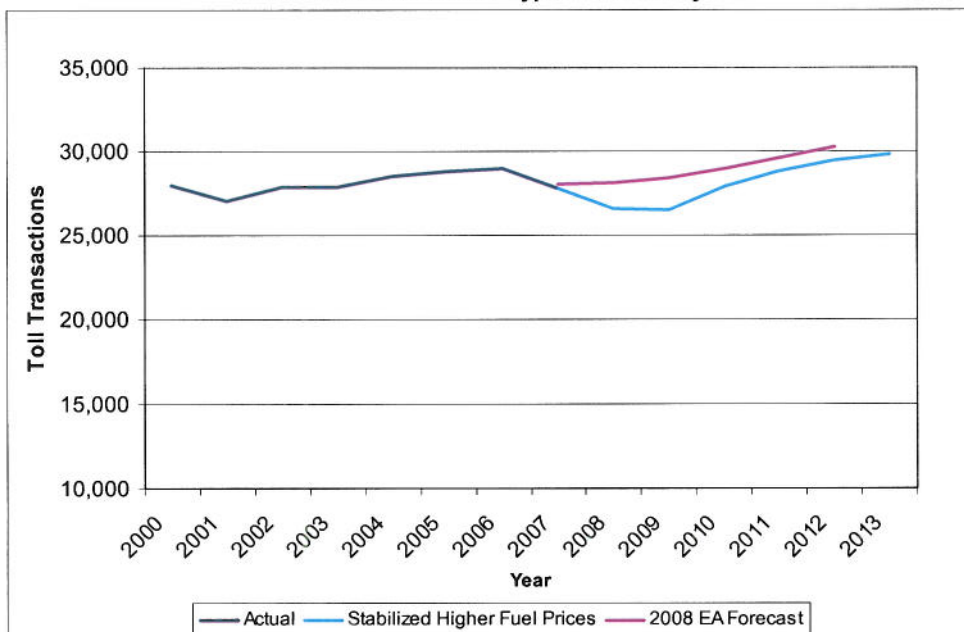


Figure 2 -- Commercial Vehicular Traffic Base Forecast
Economic Downturn and Stabilized Higher Fuel Prices
at 2009 Levels with Typical Recovery



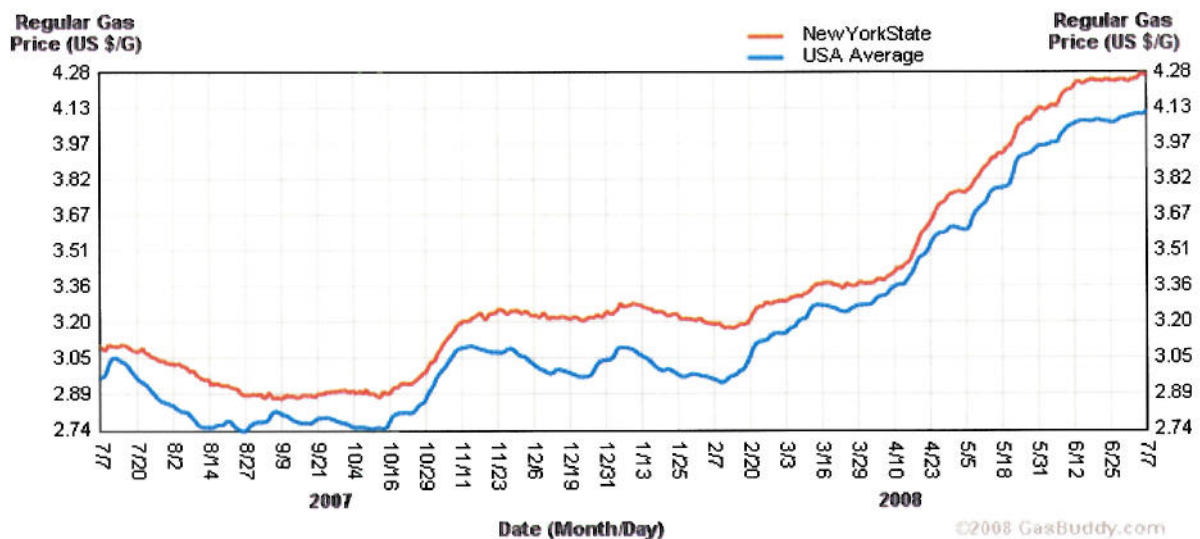
Reference: Budget Toll Revenue Projections for 2008 - 2013

- Change in Travel Behavior

In recent months, the Thruway has shown a significant decrease in traffic and revenue from the April 2008 EA projections. In May 2008, passenger and commuter traffic was down 3.0 percent overall (down 2.5 percent on weekdays and 4.2 percent on weekends and holidays) and commercial traffic was down 3.6 percent overall compared with May 2007. The decrease in traffic continued in June 2008 compared with June 2007, where passenger and commuter traffic was down about 5.0 percent overall (down 4.2 percent on weekdays and 7.1 percent on weekends) and commercial traffic was down 5.2 percent overall. The greater decline in weekend passenger traffic, as compared with weekday traffic, indicates a reduction in discretionary travel by motorists.

Most of the decline in passenger traffic volumes and toll revenues can be attributed to the steep rise in gasoline prices and also to the recent downturn in the nation's economy. The average price of gasoline in New York State was \$3.20 per gallon in late 2007, when the previous traffic and revenue forecasts were prepared. By the early July 2008, the average price of gasoline in the state had increased to \$4.28 per gallon, an increase of nearly 34 percent. Over the past 12-months, average retail price of gasoline in New York State has increased by more than 39 percent, as shown in Figure 3.¹

Figure 3 -- 12-Month Average Retail Price – Regular Gas



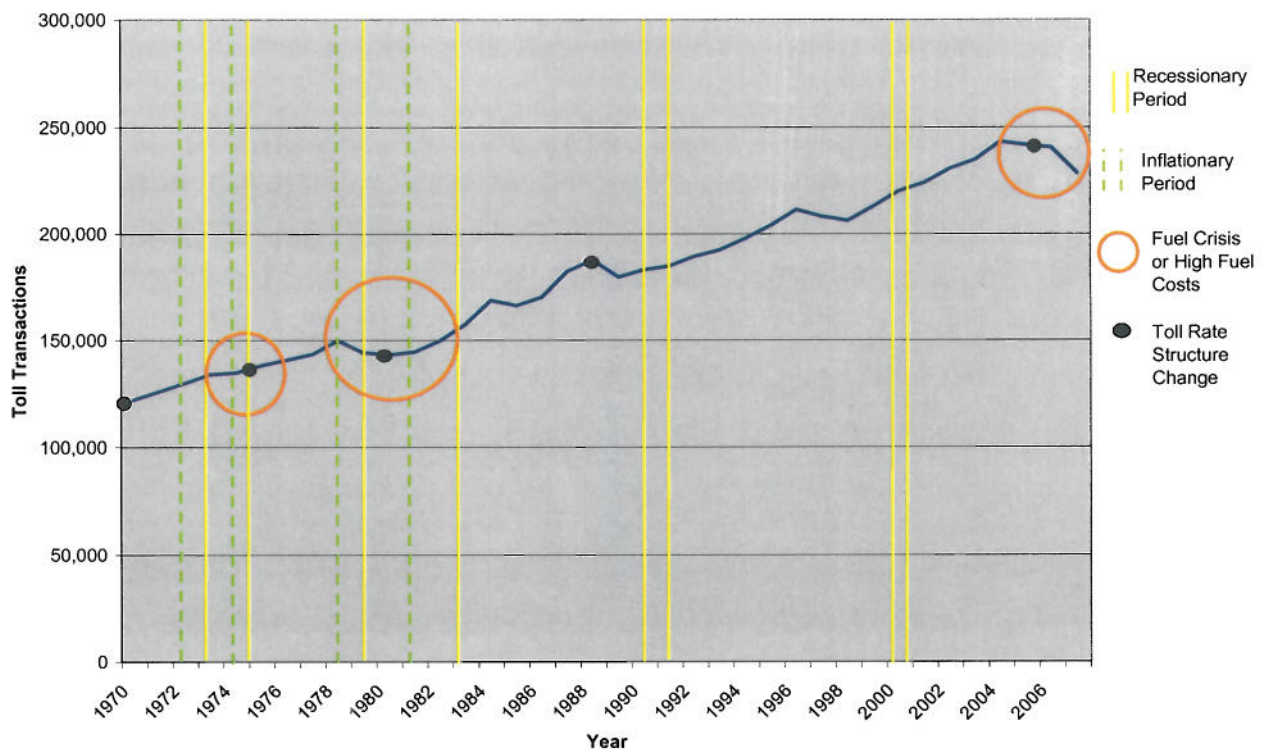
¹ Source GasBuddy.com

Reference: Budget Toll Revenue Projections for 2008 - 2013

- Thruway and National and Traffic Growth Trends

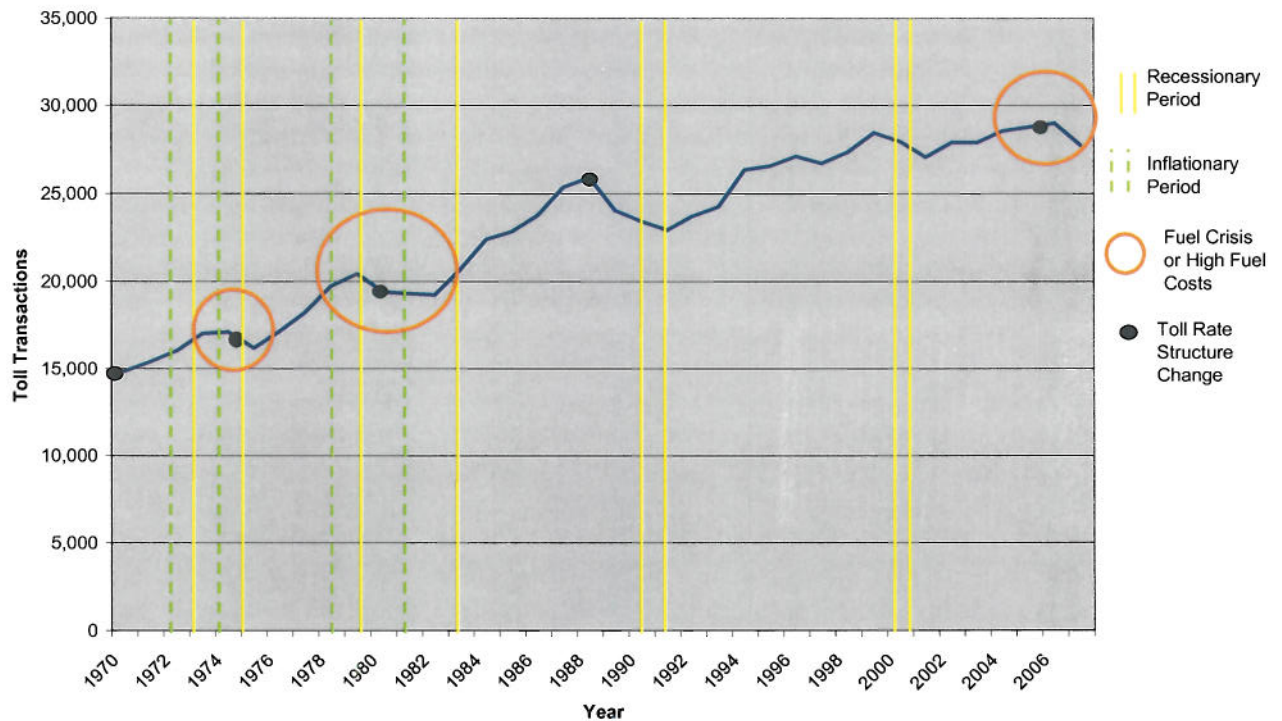
Both passenger and commercial traffic on the NYS Thruway have been increasing at an average annual rate of growth of about 1.7 percent per year between 1970 and 2007. Figures 4 and 5 show the passenger and commercial traffic patterns, respectively, during this period, where periods of change in the US economy are highlighted, including recessionary and inflationary periods, as well as periods with high fuel costs and/or fuel supply crises. Toll rate structure changes on the Thruway are also shown. Stantec analyzed these cyclical periods of economic downturn and recovery and applied this information to our current forecasts.

**Figure 4 -- Historic Passenger Traffic
New York State Thruway**



Reference: Budget Toll Revenue Projections for 2008 - 2013

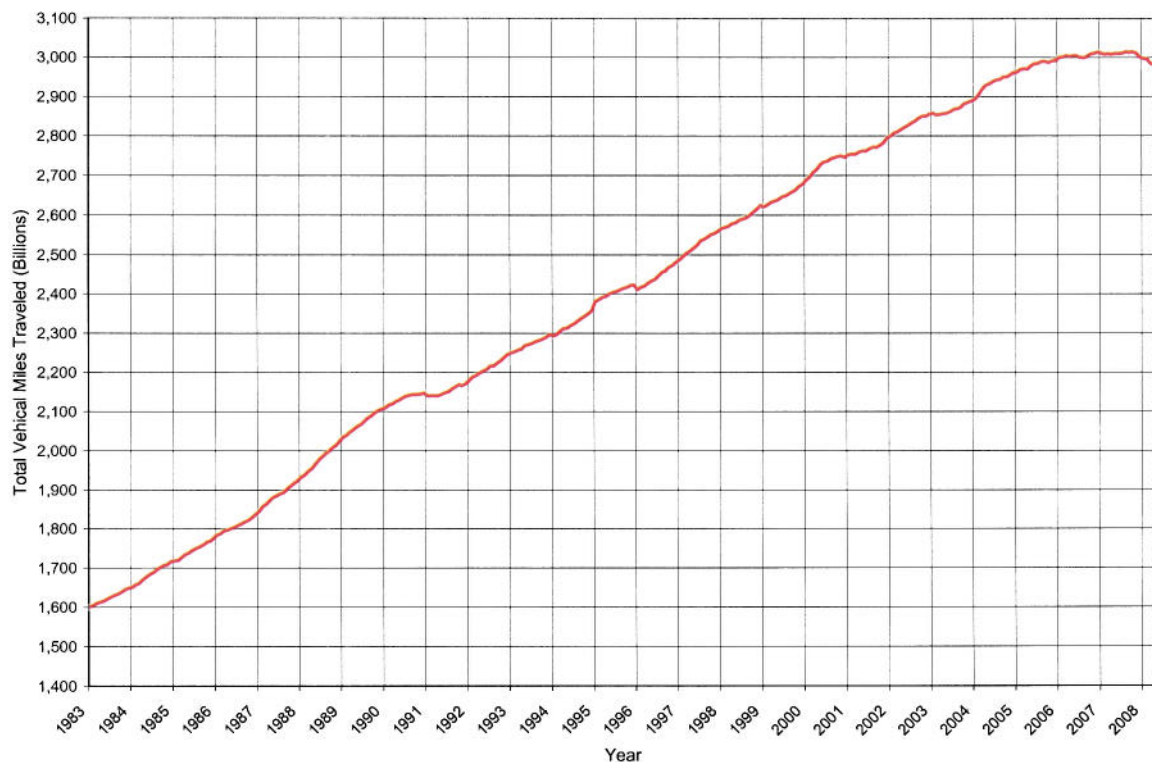
**Figure 5 -- Historic Commercial Traffic
New York State Thruway
(Adjusted for Double Ticket Transactions in Special Vehicle Classes)**



Since 1983, vehicle miles traveled on all US highways has been increasing at an average annual rate of 2.5% per year. However, vehicle miles traveled on the nation's highways has been nearly flat since January 2005 according to the Federal Highway Administration (FHWA), as shown in Figure 6, although vehicle miles traveled have shown a declining trend during the past few months. This period, more than three years, is the longest period with no growth since the energy crisis and economic downturn in the early 1980s.

Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 6 -- Moving 12-Month Total Vehicle Miles Traveled on All US Highways

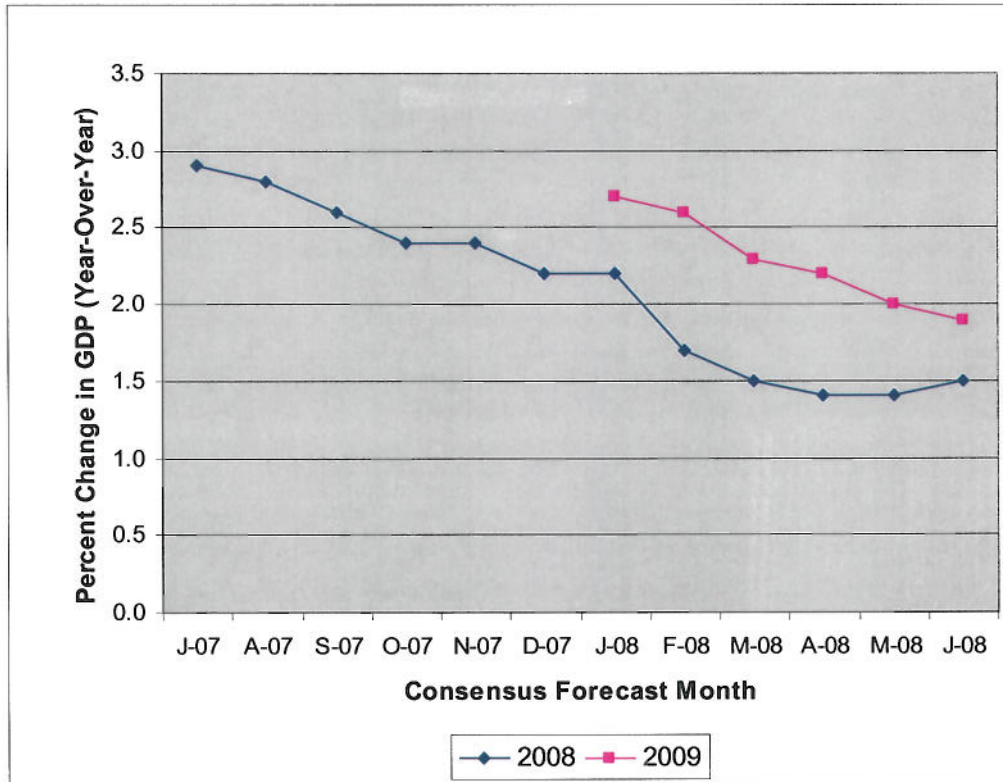


- Current and Projected Economic Trends

Consensus projections for inflation, Gross Domestic Product (GDP) and the Industrial Production Index (IPI) are lower now than at the time of our April 2008 EA toll traffic and revenue projections were developed in late 2007. The Blue Chip Economic Indicators provide consensus forecasts based on the forecasts of over 50 different financial organizations and forecasters. Historically, traffic growth in general has a relationship with GDP, and commercial traffic growth in general has a relationship with the IPI. The current forecast in the percent change in GDP (year-over-year) for years 2008 and 2009 are lower than those available at the time of our April 2008 EA traffic and revenue projections; this downward trending outlook is illustrated in Figure 7. This is a contributing factor to the lower passenger car growth rates in the short term, as compared to our late 2007 traffic and revenue projections. Traffic growth rates for 2008 and beyond have changed since our previous forecasts reflecting higher fuel prices, the downturn in the economy, and the expected recovery beginning in 2010.

Reference: Budget Toll Revenue Projections for 2008 - 2013

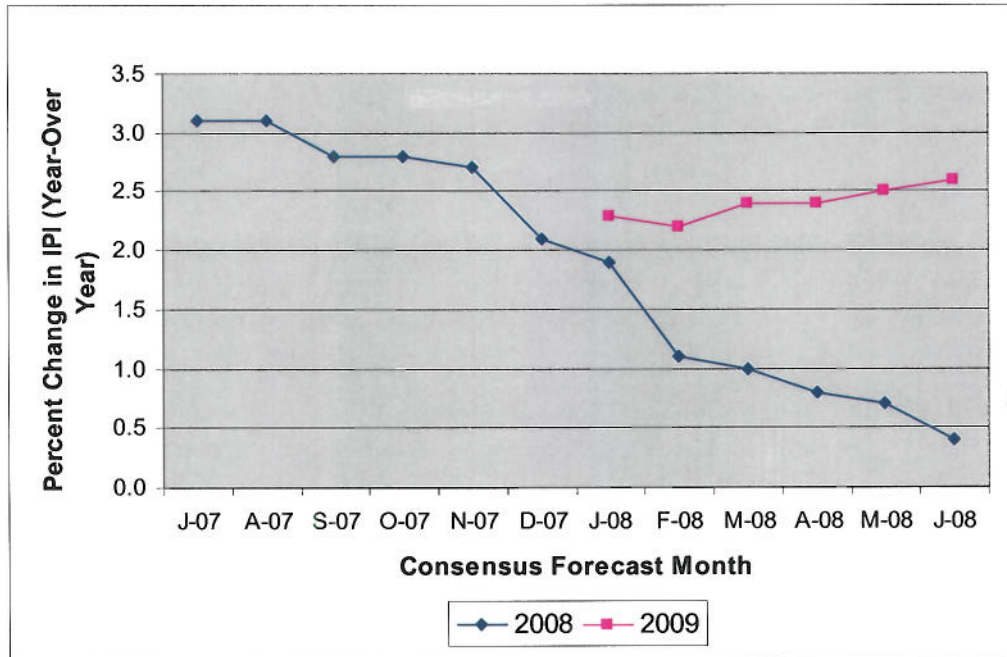
**Figure 7-- Real Gross Domestic Product (Chained) -- Forecast Percent Change
Blue Chip Economic Indicators - June 2008**



Forecasts of industrial production have also decreased since our previous projections were developed in late 2007. Forecasts for percent change in IPI (year-over-year) are illustrated in Figure 8. This chart shows that industrial production in 2008 is trending downward and is expected grow by less than 0.5 percent compared with 2007, but that industrial production is expected to bounce back in 2009 increasing by about 2.5 percent compared with 2008. As a result, we have reduced our estimated growth in commercial traffic.

Reference: Budget Toll Revenue Projections for 2008 - 2013

**Figure 8 -- Industrial Production Index -- Forecast Percent Change
Blue Chip Economic Indicators -- June 2008**



- Current and Projected Motor Fuel Prices

Historical average annual gasoline pump prices since 1919 are shown in Figure 9, and historical average monthly gasoline pump prices are shown in Figure 10, both in nominal prices and real prices (adjusted for inflation using the Consumer Price Index). This historical data and forecasts are provided by the Energy and Information Administration (EIA).

Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 9: Average Annual Gasoline Pump Prices

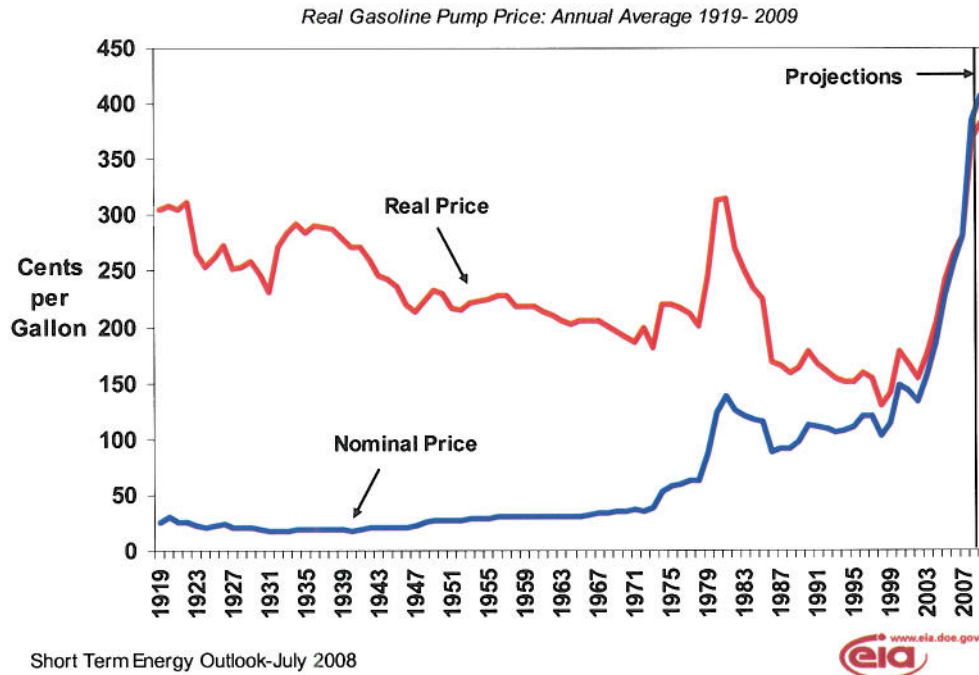
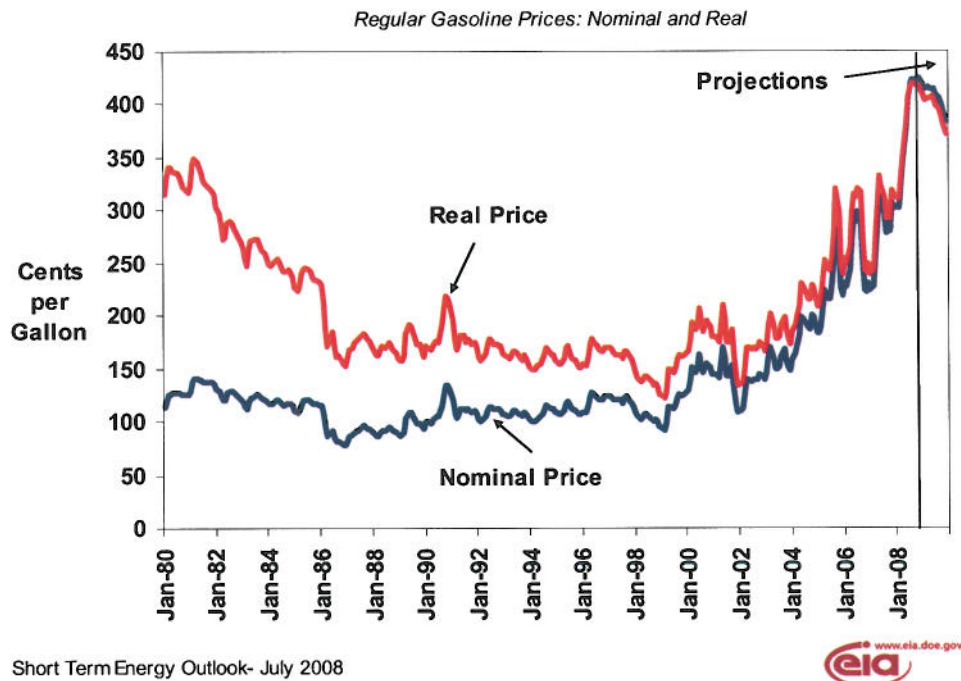


Figure 10: Average Monthly Gasoline Pump Prices



Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 9 tracks average annual gasoline pump prices since 1919. Average gas prices are higher than ever, and real gas prices (adjusted for inflation) have exceeded the previous historical peak in the early 1980's during the energy crisis. Given the EIA's projections, it would appear that fuel prices will remain at levels higher than those of the recent past.

Figure 10 tracks average monthly gasoline pump prices since 1980. Of particular note is the magnitude and duration of the current price spike compared with the frequent price spikes of the previous three years. The EIA's projection for the balance of 2008 and 2009 shows continuing increase in gasoline prices into the beginning of 2009 and then a leveling off of gas prices, followed by modest decline. It is worth noting that last year EIA's forecast for gas prices in 2008 had retail prices stabilizing at about \$3.00 per gallon. Our base forecast assumes that gas prices would stabilize at 2009 levels in constant dollars.

Surveys by the American Automobile Association (AAA) and other consumer groups have suggested that a segment of the population would change their driving habits as a result of higher fuel prices. The recent experience on the NYS Thruway in May and June 2008, as discussed previously in this letter, clearly indicates the driving habits have indeed changed due to the higher fuel prices. In the long term, it is likely that motorists will choose more fuel efficient vehicles and the effects of moderately higher fuel prices will not compound over time. It does, however, provide an explanation for the flattening of the growth in nationwide vehicle miles traveled, shown previously in Figure 6, and the downturn in recent months.

Figures 11 and 12 show the historical passenger and commercial toll traffic, respectively, on the NYS Thruway from 1973 to 2007 and our base forecast through 2013 compared with the historical and projected real price of gasoline for the same period. Our assumption for the base forecast is that the real price of gasoline will stabilize at the 2009 levels projected by the Energy Information Agency.

Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 11 -- NYS Thruway Passenger Vehicle Traffic vs. Real Price of Gasoline
Assumes Stabilization of Gas Prices at 2009 Levels through 2013 (Index 1973 = 1.00)

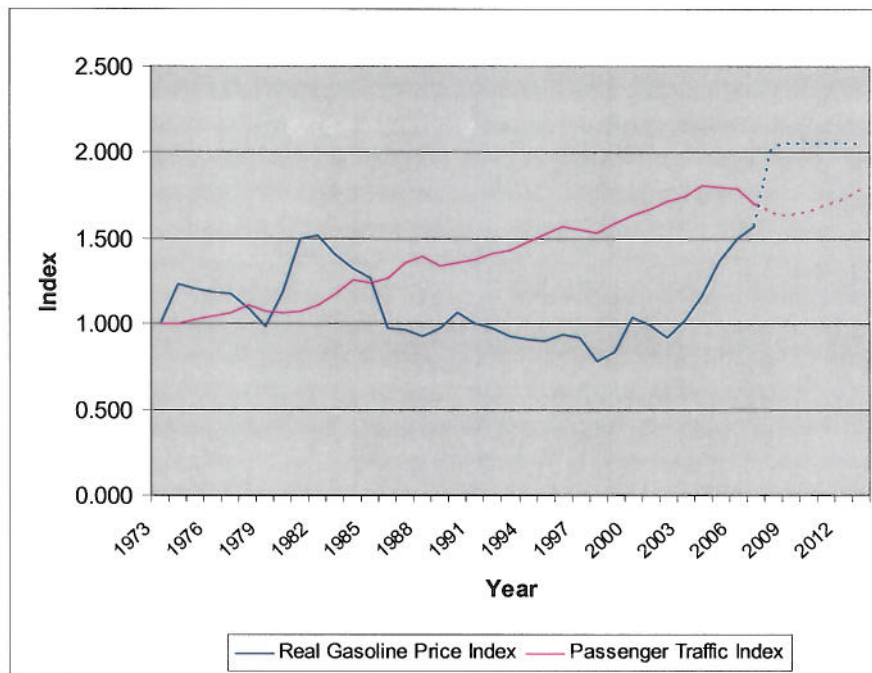
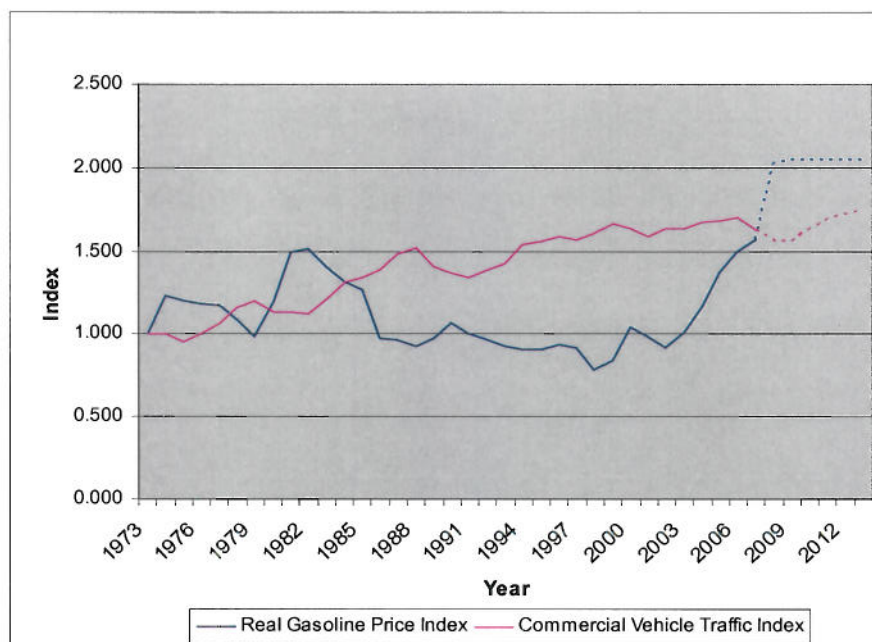


Figure 12 -- NYS Thruway Commercial Traffic vs. Real Price of Gasoline
Assumes Stabilization of Gas Prices at 2009 Levels through 2013 (Index 1973 = 1.00)



Reference: Budget Toll Revenue Projections for 2008 - 2013

ALTERNATIVE TRAFFIC & REVENUE FORECAST

Stantec also prepared an alternate traffic and revenue forecast, which conservatively assumes that retail gasoline prices would increase by 50 percent above 2008 levels over the next 3-years and then increase at the rate of inflation. Due to the continued steep increase in fuel prices, we have assumed a slower recovery based on the pattern of the 1979 to 1983 period. Our alternative 2008 – 2013 toll revenue projections are shown in Table 2. The alternative passenger and commercial traffic projections are compared with both our current base forecast and our previous April 2008 EA forecast in Figures 13 and 14, respectively.

Table 2
Alternative Annual Toll Revenue Projections 2008 - 2013
50% Increase in Retail Gas Prices over 2008 Levels and Slower Recovery

Year	Passenger Cars		Commercial Vehicles			Total ¹	Growth	April EA Budget Projections ²
	Control	Barrier	Control	Barrier	Vol. Disc			
2006 ⁴	\$183,676	\$141,086	\$188,031	\$49,999	(\$21,110)	\$541,682	9.61%	\$542,012
2007 ³	\$183,368	\$141,361	\$187,020	\$49,721	(\$21,150)	\$540,320	-0.25%	\$542,814
2008	\$194,228	\$153,699	\$193,139	\$51,063	(\$21,347)	\$570,782	5.64%	\$594,707
2009	\$208,605	\$181,309	\$205,459	\$55,526	(\$23,159)	\$627,739	9.98%	\$673,008
2010	\$216,246	\$179,707	\$223,838	\$58,374	(\$25,213)	\$652,951	4.02%	\$710,349
2011	\$215,034	\$177,349	\$229,470	\$59,302	(\$25,974)	\$655,181	0.34%	\$725,863
2012	\$213,829	\$175,025	\$235,243	\$60,247	(\$26,753)	\$657,591	0.37%	\$741,732
2013	\$212,630	\$172,733	\$241,161	\$61,210	(\$27,555)	\$660,180	0.39%	

¹ Includes Volume Discount

² Projections Made in December 2007 Report Adjusted for Change in Commercial Special Class

³ Actual Revenue

⁴ Black Rock and Buffalo City Line Not Included

Numbers May Not Add Due to Rounding

Reference: Budget Toll Revenue Projections for 2008 - 2013

Figure 13 -- Alternative Passenger Vehicle Traffic Forecast
Economic Downturn and Continued 50% Increase in Gas Prices over 3-Years
with Typical Economic Recovery

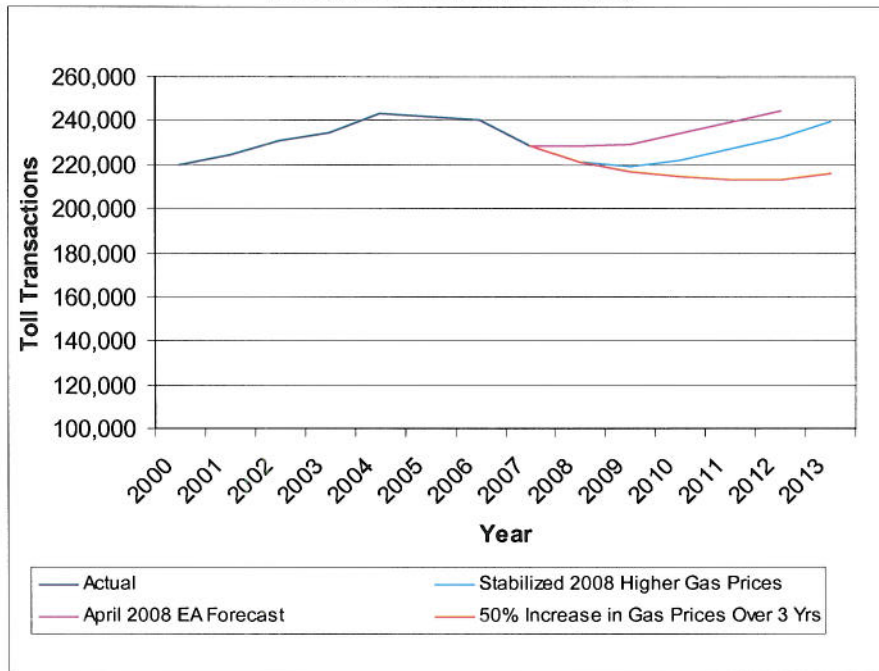
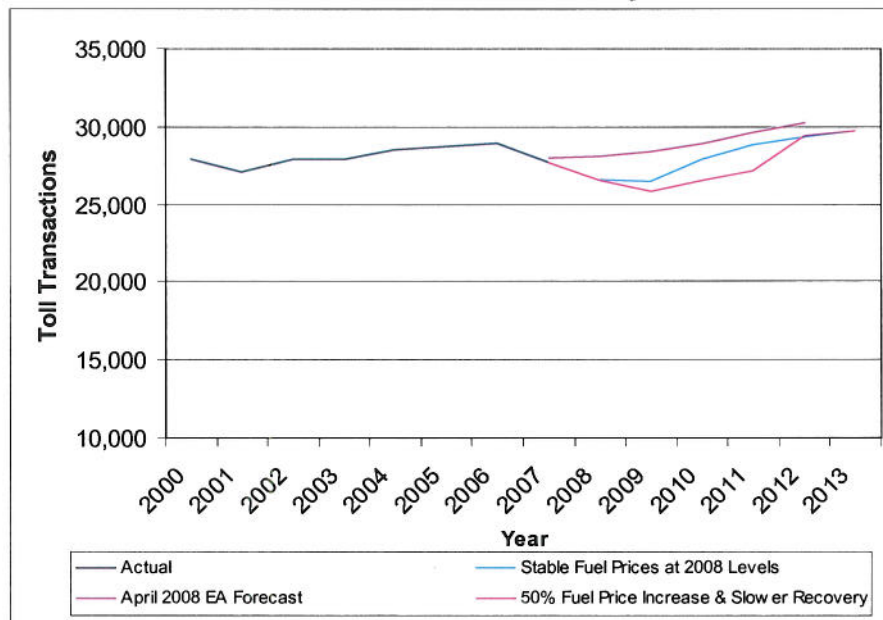


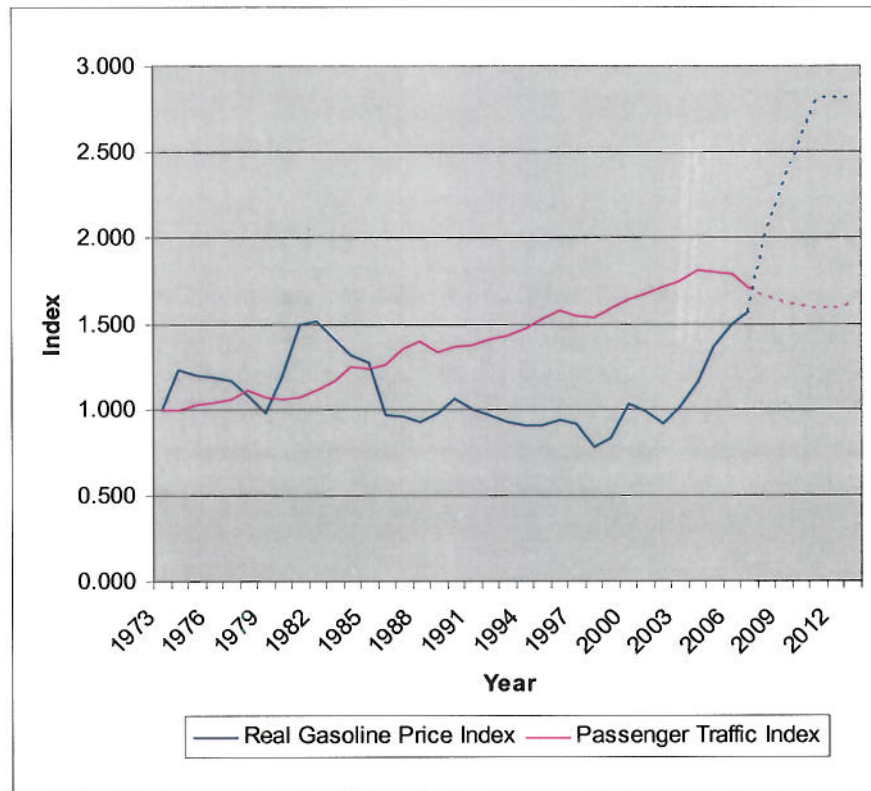
Figure 14 -- Alternative Commercial Vehicular Traffic Forecast
Economic Downturn and Continued 50% Increase in Fuel Prices Over 3-Years
with Slower Economic Recovery



Reference: Budget Toll Revenue Projections for 2008 - 2013

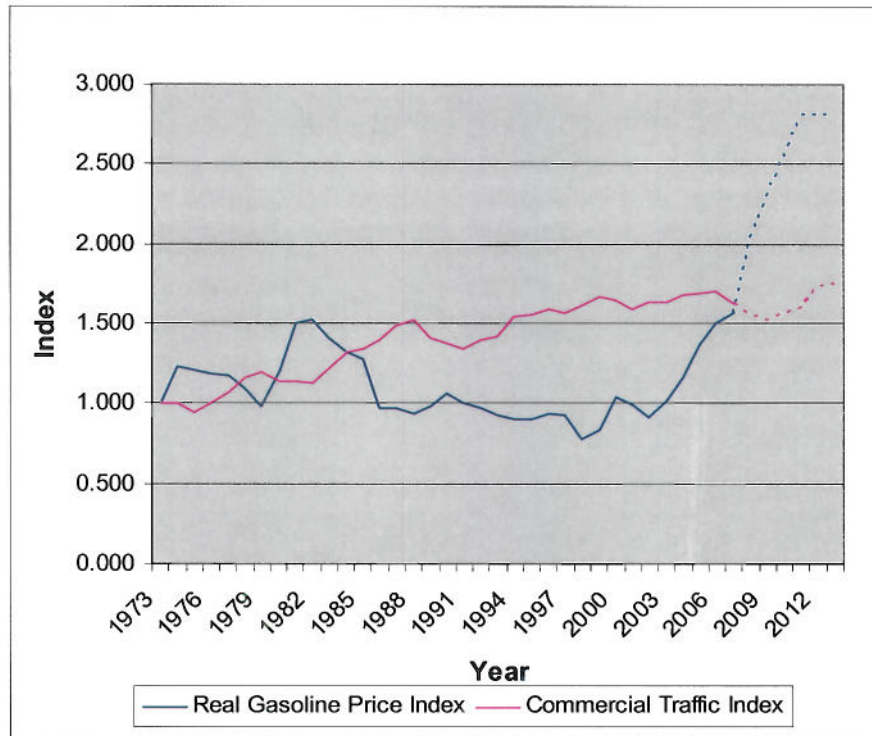
Figures 15 and 16 show the historical passenger and commercial toll traffic, respectively, on the NYS Thruway from 1973 to 2007 and our alternative forecast through 2013 compared with the historical and projected real price of gasoline for the same period. Our assumption for the alternative forecast is that the retail price of gasoline will increase by 50 percent above 2008 levels projected by the Energy Information Agency and rise with Consumer Price Index through 2013.

**Figure 15 -- NYS Thruway Passenger Vehicle Traffic
vs. Real Price of Gasoline -- 1973 to 2013**
Assumes Gas Prices Increases 50% Above 2008 Levels in 3-Years (Index 1973 = 1.00)



Reference: Budget Toll Revenue Projections for 2008 - 2013

**Figure 16 -- Alternative NYS Thruway Commercial Traffic Forecast
vs. Real Price of Gasoline -- 1973 to 2013**
Assumes Gas Price Increases 50% Above 2008 Levels in 3-Years (Index 1973 = 1.00)



Reference: Budget Toll Revenue Projections for 2008 - 2013

SUMMARY

The confluences of several factors discussed herein have contributed to a lowering of our base toll traffic and revenue projections compared with our previous projections prepared in late 2007 and presented in the April 2008 Draft Environmental Assessment. The primary factor that contributed to a reduction in our forecast is the steep and continuing rise in fuel prices. Other factors include the downturn in the economy, changes in travel characteristics on the Thruway, and a lowering of forecasted economic factors for 2008 and 2009.

Thank you for your help on this effort, and if you have any questions I may be contacted at 212-366-5600 ext. 1542.

Sincerely,

STANTEC CONSULTING SERVICES INC.



Richard A. Chudd, PE
Senior Associate
Tel: (212) 366-5600
Fax: (212) 366-5629
Richard.Chudd@stantec.com

Attachments:

A – Recently Adopted Toll Schedules and Vehicle Class Modifications

c. Dorraine Steele; Gerald V. Nielsten

Concession & Sundry Revenues
Actual 2007, Projected 2008 and Budgeted Amounts for 2008 and 2009
New York State Thruway Authority

	2007 Actual	2008 Budget	2008 Revised	2009 Proposed	Amount of Change	Percent Change
<u>Concession Revenue</u>						
Gas Stations	\$2,784,258	\$2,800,000	\$2,650,000	\$2,300,000	(\$350,000)	-13.21%
Restaurants	10,215,407	9,900,000	9,200,000	9,900,000	700,000	7.61%
Total Concession Revenue	<u>12,999,665</u>	<u>12,700,000</u>	<u>11,850,000</u>	<u>12,200,000</u>	<u>350,000</u>	<u>2.95%</u>
<u>Sundry Revenue</u>						
Interest	10,902,297	8,000,000	5,300,000	5,200,000	(100,000)	-1.89%
Special Hauling Permits (1)	3,556,757	3,400,000	2,450,000	2,200,000	(250,000)	-10.20%
Permits & Other						
Lease Revenue	10,860	21,000	21,000	21,000	0	0.00%
Rental Income	3,523,736	3,000,000	3,500,000	3,500,000	0	0.00%
Logo Signs	222,560	225,000	225,000	225,000	0	0.00%
Scrap	155,372	80,000	150,000	150,000	0	0.00%
Unpaid Tolls	168,202	100,000	150,000	150,000	0	0.00%
Coin Box Rev	78,893	40,000	75,000	75,000	0	0.00%
Misc. Rev	567,808	225,000	225,000	225,000	0	0.00%
Real Estate	833,760	500,000	950,000	1,000,000	50,000	5.26%
E-ZPass Violations	3,590,301	3,300,000	5,300,000	5,300,000	0	0.00%
E-ZPass Airport Fees	331,448	260,000	300,000	260,000	(40,000)	-13.33%
E-ZPass Admin Fees	1,971,948	1,600,000	1,500,000	1,600,000	100,000	6.67%
MFSNT/Adesta	289,453	300,000	300,000	300,000	0	0.00%
Tag Lease Fees	2,110,156	2,000,000	2,000,000	2,100,000	100,000	5.00%
All Others	29,579	25,000	29,000	24,000	(5,000)	-17.24%
Total Permits & Other	<u>13,884,076</u>	<u>11,676,000</u>	<u>14,725,000</u>	<u>14,930,000</u>	<u>205,000</u>	<u>1.39%</u>
Total	28,343,130	23,076,000	22,475,000	22,330,000	(145,000)	-0.65%
Grand Total	<u>\$ 41,342,795</u>	<u>\$ 35,776,000</u>	<u>\$ 34,325,000</u>	<u>\$ 34,530,000</u>	<u>\$ 205,000</u>	<u>0.60%</u>

(1) The Authority is no longer responsible for issuing special hauling permits for I-84. This function has been transferred to the New York State Department of Transportation effective August 1, 2008.

Budget Summary
Departmental Operating Expenses

	2007 Actual	2008 Revised	2009 Proposed	Amount of Change	Percent Change
Thruway					
Operating Expenses					
Board & Executive	\$427,994	\$362,418	\$376,357	\$13,939	3.8%
Public Affairs and Strategic Planning	1,984,332	2,049,465	2,141,188	91,723	4.5%
Legal	1,655,322	1,647,828	1,822,664	174,836	10.6%
Audit and Management Services	619,969	598,802	718,900	120,098	20.1%
Administrative Services	6,099,532	6,342,933	6,569,530	226,597	3.6%
Information Technology	7,854,779	9,381,116	9,837,160	456,044	4.9%
Maint and Engineering					
Engineering	5,680,597	6,362,664	6,931,538	568,874	8.9%
Thruway Maint	75,723,681	72,999,882	76,871,321	3,871,439	5.3%
Equip & Inv Mgmt	28,018,156	31,493,646	36,132,256	4,638,610	14.7%
Finance and Accts	7,189,773	8,432,398	8,766,051	333,653	4.0%
Operations					
Traffic Services	6,981,495	6,910,812	7,222,815	312,003	4.5%
State Police	32,332,033	36,459,736	35,396,214	(1,063,522)	-2.9%
Toll Collection	43,136,585	42,472,546	44,058,371	1,585,825	3.7%
Total Departmental Expenses	217,704,248	225,514,246	236,844,365	11,330,119	5.0%
General Charges	108,775,084	114,081,399	117,691,751	3,610,352	3.2%
	326,479,332	339,595,645	354,536,116	14,940,471	4.4%
Other Operating Expenditures					
Equipment under \$5,000	2,337,663	1,289,835	1,502,749	212,914	16.5%
Projects not Capitalized	3,399,746	4,842,734	2,019,778	(2,822,956)	-58.3%
Total Operating Expenditures	332,216,741	345,728,214	358,058,643	12,330,429	3.6%
Operating Reserves					
Res. for Claims & Indem.	6,750,302	4,000,000	4,000,000	0	0.0%
Total Operating Reserves	6,750,302	4,000,000	4,000,000	0	0.0%
Total Thruway	\$338,967,043	\$349,728,214	\$362,058,643	\$12,330,429	3.5%
Other Authority Projects					
Canals					
Operations	\$28,741,111	\$29,661,449	\$32,077,369	\$2,415,920	8.1%
Canal Support	3,492,952	3,459,640	3,839,332	379,692	11.0%
General Charges	13,567,152	14,117,860	14,996,016	878,156	6.2%
Equipment not Capitalized	439,391	652,225	181,295	(470,930)	-72.2%
Projects not Capitalized	5,587,835	3,036,536	2,919,053	(117,483)	-3.9%
Subtotal	51,828,441	50,927,710	54,013,065	3,085,355	6.1%
I-84					
Maint. Eng. Oper. & Planning	4,987,017	5,619,859	5,723,677	103,818	1.8%
Equip & Inv Mgmt	2,028,982	2,120,690	2,386,772	266,082	12.5%
Operations	795,374	949,753	1,092,033	142,280	15.0%
State Police	1,849,344	0	10,025	10,025	
General Charges	2,832,217	1,944,509	2,037,369	92,860	4.8%
Equipment not Capitalized	17,823	17,000	(17,000)	(17,000)	-100.0%
Subtotal	12,510,757	10,651,811	11,249,876 (1)	598,065	5.6%
Total Other Authority Projects	\$64,339,198	\$61,579,521	\$65,262,941	\$3,683,420	6.0%
Grand Total (Excluding CDF)	\$403,306,241	\$411,307,735	\$427,321,584	\$16,013,849	3.9%
Canal Development Fund - Operating	\$1,340,273	\$1,734,448	\$1,874,448	\$140,000	8.1%

Note:

(1) Assumes all 2008 and 2009 expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

Budget Summary

Debt Service

	Year of Issuance	2007 Actual	2008 Revised	2009 Proposed
Debt Service				
General Revenue Bonds				
Series A	1992	\$0	\$0	\$0
Series B	1993	0	0	0
Series C	1995	0	0	0
Series D	1997	9,194,290	9,192,690	0
Series E	1998	39,738,835	22,118,288	0
Series F	2005	40,465,640	40,461,715	52,581,765
Series G	2005	36,966,200	36,967,850	36,967,900
Series H	2007	10,775,125	58,883,062	78,068,313
Series I	(1)	0	0	15,351,072
		137,140,090	167,623,605	182,969,050
Less: Interest Earnings		1,318,053	4,091,580	3,679,057
Net Debt Service - Twy Bds		135,822,037	163,532,025	179,289,993
Total		<u>\$135,822,037</u>	<u>\$163,532,025</u>	<u>\$179,289,993</u>

Notes:

(1) Series I Bonds to be issued in 2009 for Thruway Capital program.

**Budget Summary
Capital Program**

	2007 Actual	2008 Revised	2009 Proposed
Capital Program			
Highway & Bridge			
Contracts	\$249,773,930	\$334,508,416	\$441,521,720
State Police		740,700	953,485
Thruway Forces & Materials	17,570,947	20,981,113	24,508,865
Subtotal	267,344,877	356,230,229	466,984,070
Architectural			
Contracts	27,564,114	18,020,606	9,070,823
Subtotal	27,564,114	18,020,606	9,070,823
Equipment, Facilities & Systems			
Equipment & Systems	31,477,111	34,015,021	31,809,873
Thruway Forces		15,515	98,866
Subtotal	31,477,111	34,030,536	31,908,739
Total Thruway	\$326,386,102	\$408,281,371	\$507,963,632
Other Authority Projects			
Mandated Projects			
Syracuse Inner Harbor			
Thruway Forces & Materials			
Syr Inner Harbor - Canal Consol/Relocation			
Syracuse Intermodal Center			
Buffalo Inner Harbor	2,575,517	12,200	0
Thruway Forces & Materials			
Stewart Airport/Drury Lane	1,575,816	304,125	0
Thruway Forces & Materials	10,069		
Subtotal	4,161,402	316,325	-
Canal Capital			
Contracts	29,728,092	27,519,481	32,005,384
Maint. Forces & Materials	7,435,966	5,227,640	6,707,102
Equipment	2,871,418	2,503,550	1,081,200
Subtotal	40,035,476	35,250,671	39,793,686
TOTAL CAPITAL PROGRAM	\$370,582,980	\$443,848,367	\$547,757,318

2009 Reserve Maintenance Budget
New and Replacement Equipment Items/Projects
New York State Thruway Authority

Description	Amount
<u>Public Affairs & Strategic Planning</u>	
Miscellaneous New/Replacement Equipment	\$ 5,000
Total	<u>5,000</u>
<u>Information Technology</u>	
Project Labor/Personnel Costs	3,510,908
Toll System Upgrades/Enhancements	2,041,000
Off-Site Data Storage/Disaster Recovery	569,800
Replacement Phone Switching Equipment	440,000
Financial Mgmt System (TFP) - Maintenance Mgmt	300,000
IT Security Enhancements	200,000
Software Purchases	161,000
Automatic Vehicle Classification System (AVC)	150,000
Infrastructure, Bridge and Sign Information Mangement	
System Enhancements	150,000
Vehicle Infrastucture Integration (VII)/ Weigh in Motion (WIM)	
- Spring Valley (pilot)	130,050
Research: Next Generation Lane Controllers	80,000
New/Replacement Servers	80,000
Traffic Information System Upgrade	62,000
System Upgrade for New York State Police	50,000
Secure Access to Fiber Regen Buildings	45,000
Geographic Information System (GIS) Enhancements	35,000
Upgrade to Intelligent Transportation Management	
System (Peregrine)	35,000
Violation Enforcement System Upgrade	25,000
Miscellaneous New/Replacement Equipment	24,000
Spring Valley AVC Testbed Equipment	10,000
Closed Circuit Television (CCTV) System Upgrades	10,000
Upgrade to Timekeeping System	10,000
Total	<u>8,118,758</u>
<u>Engineering Services</u>	
Project Labor/Personnel Costs	681,450
Sign Inventory System	75,000
Transport/Bid Express Implementation	30,000
Equitable Business Opportunity (EBO) Software	30,000
Pavement Striping Retro-reflectometer	19,500
Miscellaneous New/Replacement Equipment	15,000
Total	<u>850,950</u>
<u>Thruway Maintenance</u>	
Contracts	9,070,823
Facilities Improvements in-house	806,520
Project Labor/Personnel Costs	601,245
Outside Lighting	21,000
Miscellaneous New/Replacement Equipment	14,000
Total	<u>10,513,588</u>

2009 Reserve Maintenance Budget
New and Replacement Equipment Items/Projects
New York State Thruway Authority

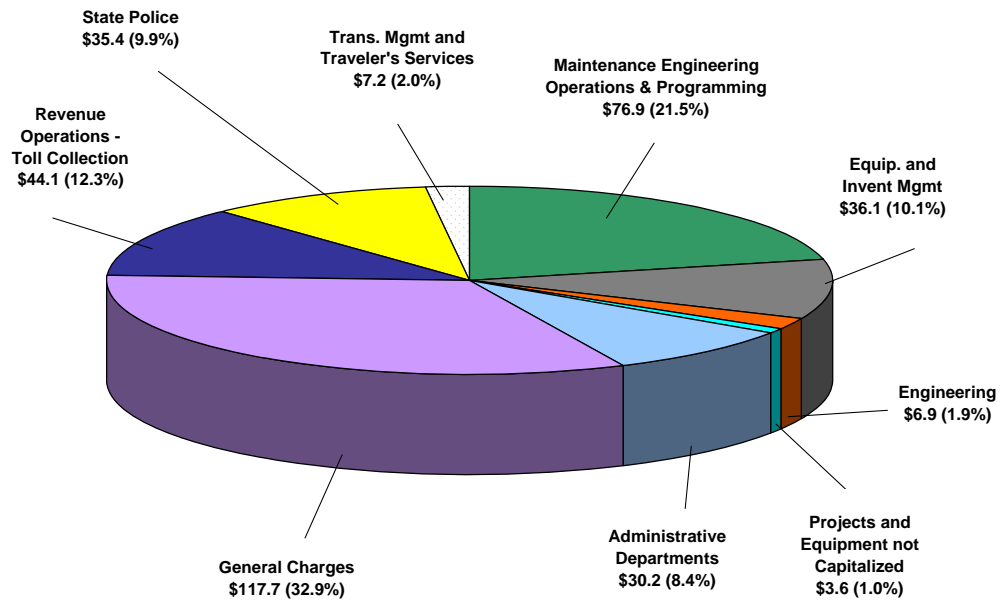
Description	Amount
<u>Equipment & Inventory Management</u>	
Trucks and Const Equipment Replacements	8,269,500
Admin and State Police Vehicle Replacements	3,356,000
Toll Equipment	538,280
Additional Trucks and Const Equipment	735,200
Shop New/Replacement Equipment	46,700
Project Labor/Personnel Costs	525,195
Total	<u>13,470,875</u>
<u>Finance and Accounts</u>	
System Enhancements to Property Permitting System	20,000
Total	<u>20,000</u>
<u>Operations</u>	
Radio System Upgrade	1,214,677
Traffic Management System	450,000
Project Labor/Personnel Costs	326,714
Total	<u>1,991,391</u>
<u>Toll Collection</u>	
EZ Pass System Modifications and Tag Purchases	6,000,000
Total	<u>6,000,000</u>
<u>Troop T</u>	
Miscellaneous New/Replacement Equipment	9,000
Total	<u>9,000</u>
Grand Total	<u>\$ 40,979,562</u>

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

	2007 Actual	2008 Revised	2009 Proposed
<u>Federal Aid</u>			
Highway & Bridge	\$19,138,991	\$10,937,247	\$249,829
Intelligent Transportation Systems		1,204,684	5,386,200
Architectural (Facilities)	8,734,631	5,603,988	2,189,204
Canals			
Capital	3,036,636	3,868,180	1,449,063
Operating	8,240,361	5,675,800	5,675,800
Other Projects - Eqpt			
Total Federal Aid	39,150,619	27,289,899	14,950,096
<u>Capital Financing</u>			
Bond Proceeds/Interest earnings	199,059,224	327,258,428	429,115,003
Canal - Transportation Bond ac (1)	-	3,931,290	3,376,556
<u>Prior Years Balances</u>			
<u>Reserve Maintenance Fund</u>			
Highway & Bridge	66,605,724	-	-
Equipment	14,407,319	22,000,000	-
	81,013,043	22,000,000	-
<u>General Reserve Fund</u>	13,423,242	2,000,000	8,000,000
Total Reserve Balance	94,436,285	24,000,000	8,000,000
<u>Other</u>			
State & Miscellaneous - TWY & Canal	1,217,210	13,749,699	14,793,364
State & Miscellaneous - I84	2,213,380	10,651,811	11,249,876
State & Miscellaneous - Canal Operating	179,615		
State & Miscellaneous - Canal Dev Fund	130,000		
Auction Proceeds		700,000	700,000
Total Other	3,740,205	25,101,510	26,743,240
Grand Total	\$336,386,333	\$407,581,127	\$482,184,895
<u>Canal Dev. Fund</u>	\$1,210,273	\$1,734,448	\$1,874,448

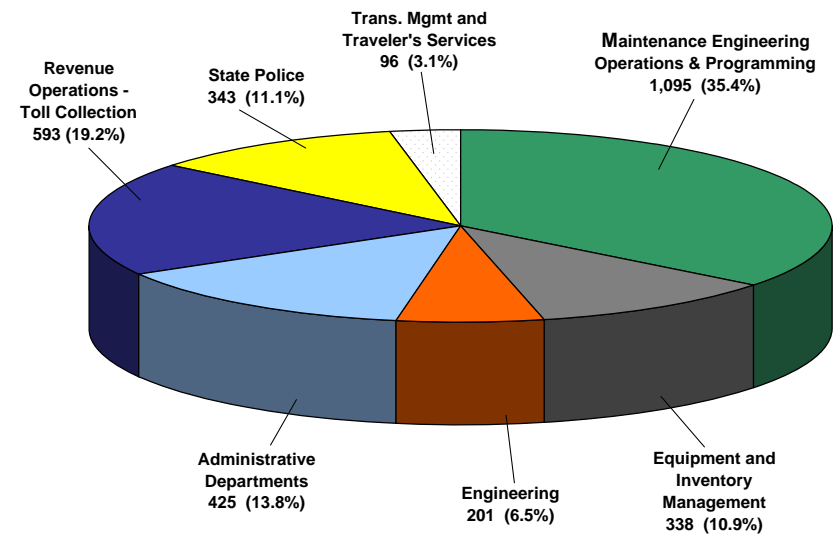
(1) The Transportation Bond Act of 2005 authorizes \$50 million of Canal projects over 5 years.

2009 THRUWAY OPERATING BUDGET BY DEPARTMENT IN MILLIONS



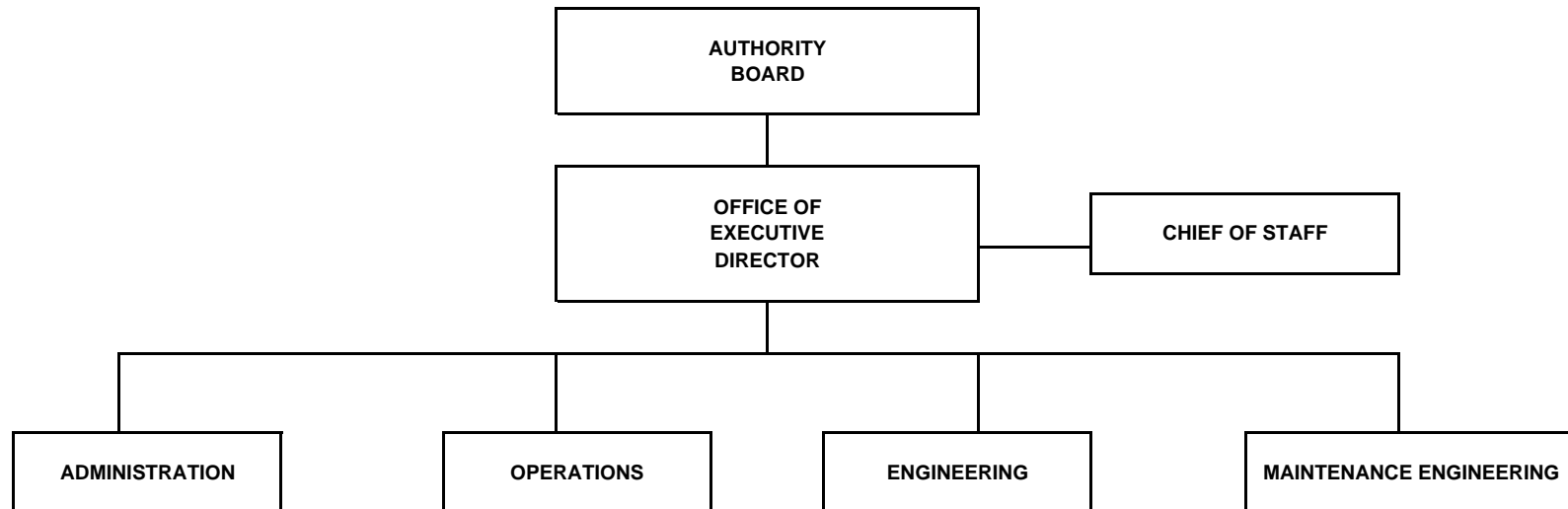
TOTAL OPERATING BUDGET: \$358.1 Million

WORK FORCE BY DEPARTMENT THRUWAY



TOTAL WORK FORCE: 3,091

**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, OPERATIONS, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2009 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration	425	\$26,362,247	\$8,379,233	(\$4,509,630)	\$30,231,850
Operations	1,032	80,015,604	8,237,728	(1,575,932)	86,677,400
Engineering	201	15,669,813	556,439	(9,294,714)	6,931,538
Maintenance Engineering	1,433	76,399,165	46,803,809	(10,199,397)	113,003,577
General Charges	--	92,436,500	34,747,800	(9,492,549)	117,691,751
Equipment Not Capitalized	--	--	--	1,502,749	1,502,749
Projects Not Capitalized	--	--	--	2,019,778	2,019,778
TOTAL	3,091	\$290,883,329	\$98,725,009	(\$31,549,695)	\$358,058,643

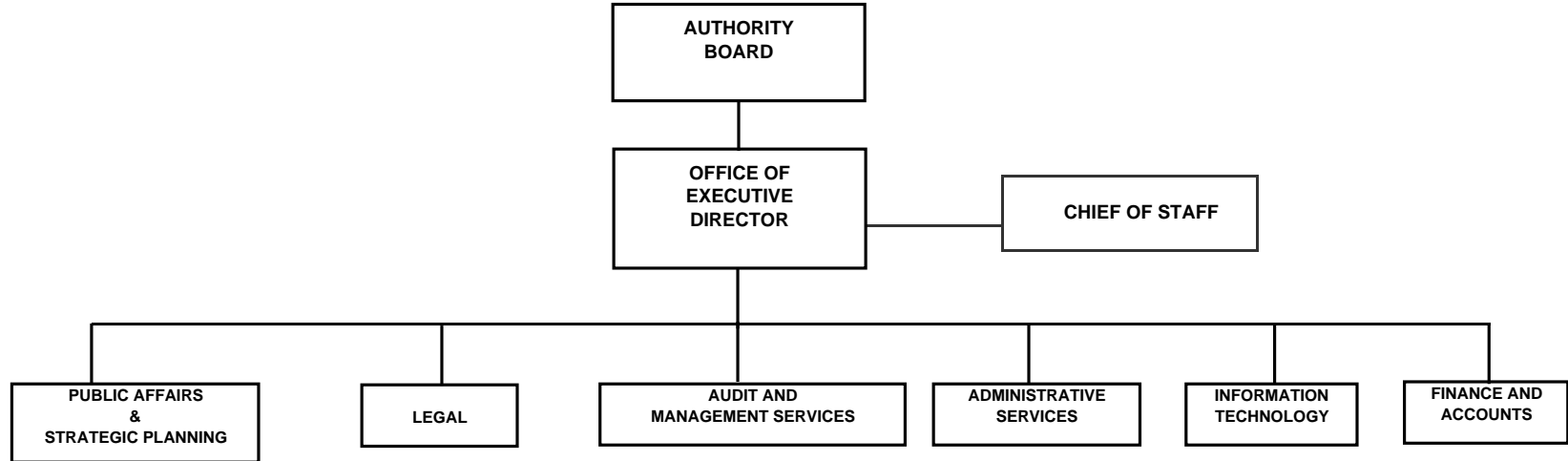
NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION, ENGINEERING, MAINTENANCE ENGINEERING,
AND GENERAL CHARGES
2009 BUDGET

PERSONNEL SUMMARY	
Board & Executive	11
Public Affairs and Strategic Planning	29
Legal	22
Audit and Management Services	12
Administrative Services	86
Information Technology	101
Engineering	201
Maintenance Engineering, Operations and Programming	1,095
Equipment and Inventory Management	338
Finance and Accounts	164
Operations	96
State Police	343
Toll Collection	<u>593</u>
TOTAL PERSONNEL	<u>3,091</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$177,765,331
Fringe Benefits	93,808,500
Salaries - Temporary and Extra	12,157,535
Overtime Pay - Regular	10,991,841
Excess/Bonus Sick and Vac	1,961,738
Shift Differential	750,702
Check Out Payment	396,000
Overtime Pay - Temporary and Extra	277,575
Salaries Redistributed	(260,000)
Salaries - Reimbursed	(290,662)
Savings on Salaries	<u>(6,675,231)</u>
Total Personal Services	<u>290,883,329</u>
MAINTENANCE AND OPERATIONS:	
EZPass Account Management	22,861,000
Auto - Gas, Oil	10,764,500
Snow & Ice Control	8,917,422
Special Contracts	6,801,195
Bridges	5,532,085
Environmental Remediation/Cleanup Expenses and Fees	5,132,000
Thruway Roadway	4,783,633
Auto - Supplies	4,300,000
Electric	3,784,100
Insurance Prem & Surety Bonds	3,494,850
Mtce & Repair to Eqpt	3,341,239
Rentals	2,110,596
Telephone	1,916,029
Reimb to NYS Police	1,900,000
Buildings	1,680,500
Professional Services	1,482,575
Natural Gas	976,688
Reimb to Civil Service	910,000
Printing Outside	907,274
Toll & ITS Eqpt Thruwaywide	865,000
Repairs Due to Accidents	719,950

Clothing Supplies	689,581
Perishable Tools	602,800
Admin Cost Recovery (due to New York State)	500,000
Heating Fuel	461,100
Vacation Leave	450,000
Signs - Inventory	414,000
Stationary Forms	403,996
Auto - General Exp	386,155
Misc Mtce Supplies	385,611
Travel Exp Regular	371,196
Concession Utility	343,000
Janitorial Supplies	331,895
Medical Services	300,911
First Aid & Person Safety Supp	277,906
Clothes Cleaning	269,525
Training Exp	247,530
Traffic Control Safety Supp	214,634
Overtime Meal Exp	211,182
Water	194,926
Dues, Books, Subscriptions	193,971
Tuition Assistance	160,000
Reimb Volunteer Fire Co	160,000
Inventory Obsolescence Expense	150,000
Freight Parcel Post	133,000
Mfg Signs - Non-Inventory	125,000
Postage	124,600
Employee Safety Eqpt	110,250
Computer Supplies	96,575
Printing & Duplicating	90,000
Employee Development	83,264
Propane	65,000
Fiduciary Fees	62,000
Advertising	58,000
Reimb to NYS Law Department	50,000
Auto - Insurance	50,000
Bldg Admin HQ	43,500
Engineering Supplies	34,700
Reimb to State Comptroller	30,000
R&D Parts Non-Inventory	26,000
Credit Card Fees	18,000
Demurrage	14,000
Promotion Expense	11,780
Photo Supplies	9,800
All Others	9,250
Cash Discount Earned	(12,000)
Inventory Items Repaired	(37,750)
Reimb of Mtce Exp	(51,000)
Projects from Savings	(99,515)
M&O Reimb Fed Aid	(100,000)
Reimb by Claim	(3,120,000)
Total Maintenance and Operations	<u>98,725,009</u>
ALLOCATIONS AND OTHER:	
Allocations of Thruway Personnel and Fringe Benefits	(35,072,222)
Equipment not Capitalized	1,502,749
Projects not Capitalized	<u>2,019,778</u>
Total Allocations and Other	<u>(31,549,695)</u>
TOTAL Thruway	<u>\$358,058,643</u>

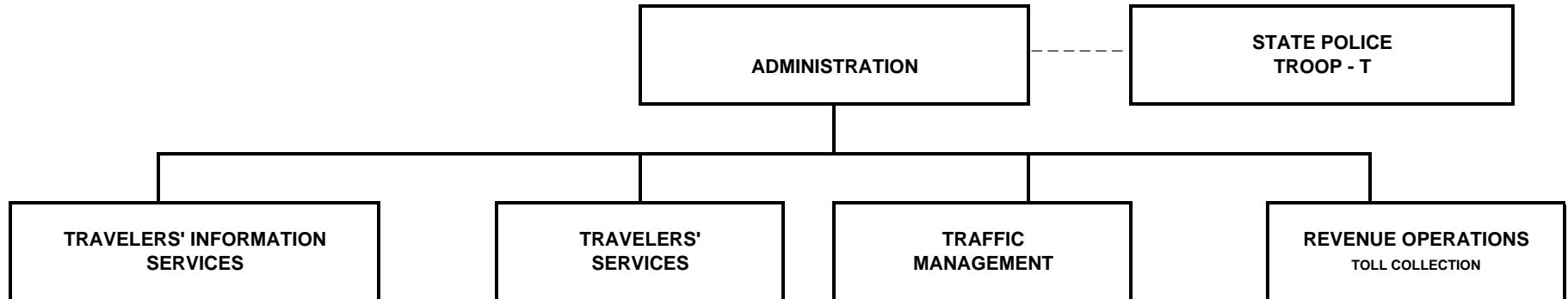
**NEW YORK STATE THRUWAY AUTHORITY
SUMMARY - ADMINISTRATION
2009 BUDGET**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Board and Executive (1)	11	\$ 402,674	\$ 13,150	\$ (39,467)	\$ 376,357
Public Affairs & Strategic Planning	29	2,186,401	145,684	(190,897)	2,141,188
Legal	22	1,780,949	468,325	(426,610)	1,822,664
Audit and Management Services	12	786,645	11,800	(79,545)	718,900
Administrative Services	86	4,386,825	2,567,183	(384,478)	6,569,530
Information Technology	101	7,680,320	4,550,047	(2,393,207)	9,837,160
Finance and Accounts	164	9,138,433	623,044	(995,426)	8,766,051
TOTAL	425	\$ 26,362,247	\$ 8,379,233	\$ (4,509,630)	\$ 30,231,850

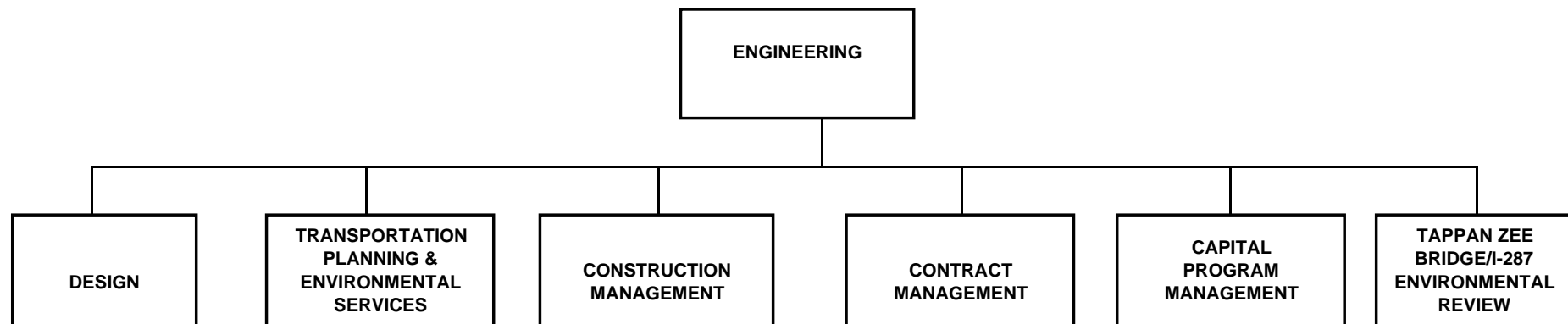
(1) Includes 7 unpaid Board Members.

NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET
SUMMARY - OPERATIONS



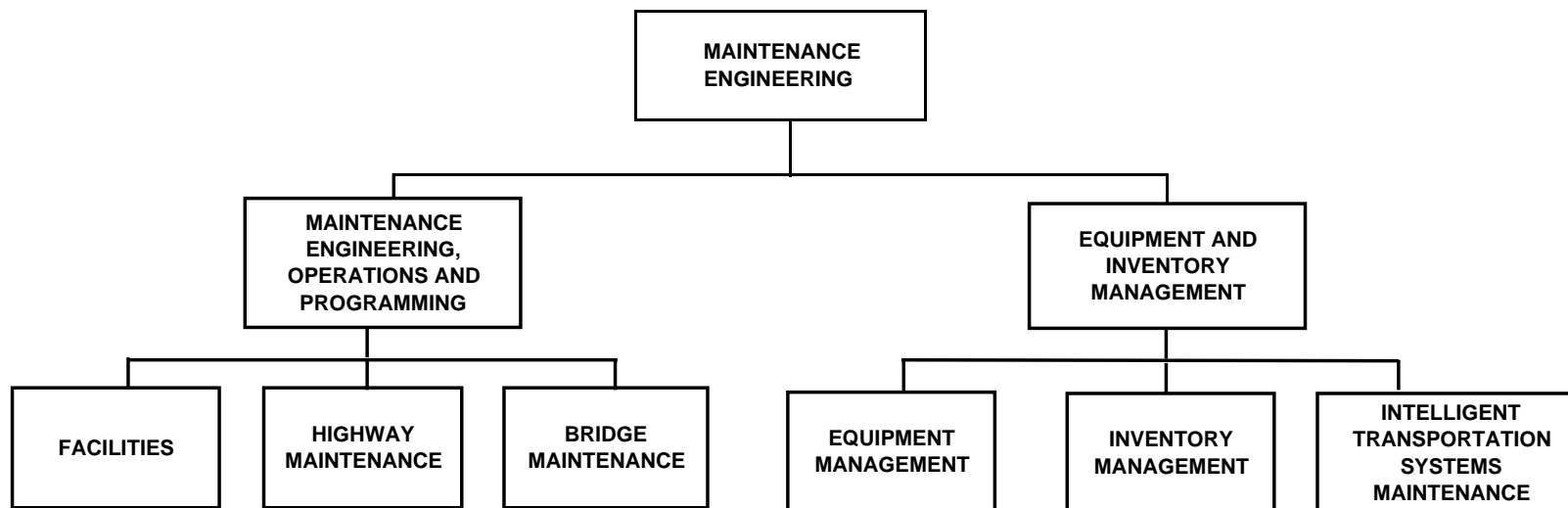
ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Administration, Offices of Travelers' Services, Travelers' Information Services and Traffic Management	96	\$5,990,449	\$1,860,088	(\$627,722)	\$7,222,815
State Police, Troop T	343	34,029,419	2,315,005	(948,210)	35,396,214
Revenue Operations - Toll Collection	593	39,995,736	4,062,635	0	44,058,371
TOTAL	1,032	\$80,015,604	\$8,237,728	(\$1,575,932)	\$86,677,400

**NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET
SUMMARY - ENGINEERING**



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Engineering	201	\$15,669,813	\$556,439	(\$9,294,714)	\$6,931,538
- Design - Transportation Planning & Environmental Services - Construction Management - Contract Management - Capital Program Management - Tappan Zee Bridge/I-287 Environmental Review					

NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET
SUMMARY - MAINTENANCE ENGINEERING



ORGANIZATION	PERSONNEL SUMMARY	OPERATING EXPENSE BUDGET			
		PERSONAL SERVICES	MAINTENANCE AND OPERATIONS	ALLOCATIONS TO OTHER FUNDS AND OTHER	TOTAL
Maintenance Engineering, Operations and Programming	1,095	\$59,150,672	\$26,690,204	(\$8,969,555)	\$76,871,321
- Facilities					
- Highway Maintenance					
- Bridge Maintenance					
Equipment and Inventory Management	338	17,248,493	20,113,605	(1,229,842)	36,132,256
- Equipment Management					
- Inventory Management					
- Intelligent Transportation Systems Maintenance					
TOTAL	1,433	\$76,399,165	\$46,803,809	(\$10,199,397)	\$113,003,577

**NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET**

GENERAL CHARGES

Payroll Benefits

Health Insurance	\$52,795,000
Pensions - New York State Employees' Retirement System	16,026,000
Social Security Contributions	15,227,000
Employee Benefits Fund	5,936,000
Workers' Compensation Insurance	3,286,500
Unemployment Insurance	309,000
Survivor's Benefits	229,000
Savings on Salaries	(1,372,000)
Sub-Total	<u>92,436,500</u>

Other

E-ZPass Account Management	22,861,000
Environmental Remediation/Cleanup Expenses and Fees	5,132,000
Insurance Premiums and Surety Bonds	3,494,850
Professional Services	939,450
Reimbursement to Civil Service	910,000
Administrative Cost Recovery (due to New York State)	500,000
Employee Vacation Leave Expense	450,000
Tuition Assistance	160,000
Inventory Obsolescence Expense	150,000
Employee Safety Equipment	110,000
All Others	40,500
Sub-Total	<u>34,747,800</u>

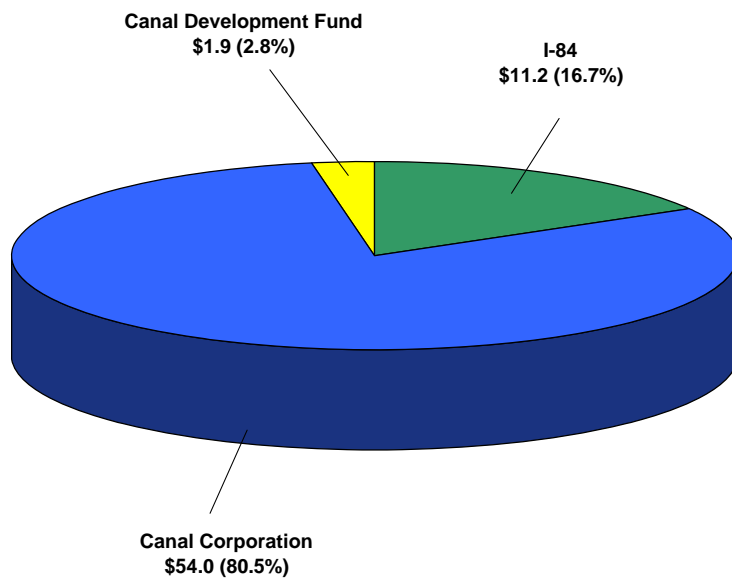
Allocations

Allocations to Other Funds	<u>(9,492,549)</u>
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TOTAL GENERAL CHARGES

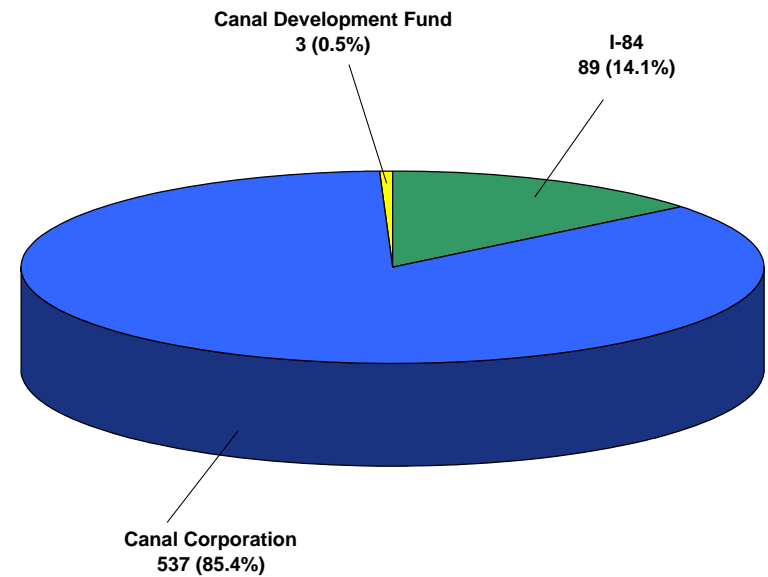
\$117,691,751

**2009 OPERATING BUDGET
OTHER AUTHORITY PROJECTS
IN MILLIONS**



TOTAL OPERATING BUDGET: \$67.1 Million

**WORK FORCE
OTHER AUTHORITY PROJECTS**



TOTAL WORK FORCE: 629

NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET
INTERSTATE 84

PERSONNEL SUMMARY	
Maintenance Engineering, Operations and Programming	65
Equipment and Inventory Management	22
Traffic Operations	<u>2</u>
TOTAL PERSONNEL	<u>89</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$3,841,515
Fringe Benefits	1,519,000
Overtime Pay - Regular	388,500
Salaries - Temporary and Extra	209,947
Excess/Bonus Sick and Vac	29,560
Shift Differential	16,325
Overtime Pay - Temporary and Extra	8,500
Savings on Salaries	(207,269)
Total Personal Services	<u>5,806,078</u>
MAINTENANCE AND OPERATIONS:	
Snow and Ice Control	983,827
Fuel	550,000
Automotive - Supplies and Repair Parts	462,000
Special Contractual Services	319,595
Thruway Roadway	194,000
Rentals	181,118
Electric	171,100
Buildings	158,000
Telephone	78,558
Repairs Reimbursable by Claim	63,000
Reimbursement to Volunteer Fire Co.	42,500
Janitorial Supplies	39,500
Bridges - Non Contract	37,000
Clothing Supplies	27,700
First Aid and Safety Supplies	27,100
Signs	27,000
Perishable Tools	26,650
Natural Gas	25,000
Automotive - General expense	13,000
Miscellaneous Maintenance Supplies	12,650
Water	12,500
Clothes Cleaning	10,450
Overtime Meal Expense	10,350
All Others	29,425
Total Maintenance and Operations	<u>3,502,023</u>
ALLOCATIONS AND OTHER:	
Allocations of Thruway Personnel and Fringe Benefits	<u>1,941,775</u>
Total Allocations and Other	<u>1,941,775</u>
TOTAL I-84 (1)	<u><u>\$11,249,876</u></u>

(1) Assumes all expenditures relative to the operation and maintenance of I-84 will be reimbursed by the New York State Department of Transportation.

NEW YORK STATE THRUWAY AUTHORITY
2009 BUDGET
CANAL CORPORATION

PERSONNEL SUMMARY	
Canal Operations	537
Canal Development Fund	<u>3</u>
TOTAL PERSONNEL	<u>540</u>

OPERATING EXPENSE BUDGET	
PERSONAL SERVICES:	
Salaries - Regular	\$25,487,207
Fringe Benefits	14,904,816
Salaries - Temporary and Extra	2,202,538
Overtime Pay - Regular, Temporary and Extra	228,680
Shift Differential	50,150
Excess/Bonus Sick & Vacation Buy Back	400,000
Savings on Salaries	(1,100,000)
Total Personal Services	<u>42,173,391</u>
MAINTENANCE AND OPERATIONS:	
Fuel	1,515,600
Canal Structures and Dam Safety Inspections	1,500,000
Waterways	915,556
Special Contractual Services	708,952
Electricity	570,000
Automotive - Supplies and Repair Parts	407,845
Miscellaneous Maintenance Supplies	339,000
Traveling Expense - Regular	299,700
Telephone	273,151
Environmental Expense	268,600
Floating Plant	257,604
Natural Gas	241,000
Perishable Tools and Equipment	192,500
Rentals	177,659
Reimbursement to Civil Service	154,700
Clothing and Clothing Supplies	103,200
Professional Services	100,000
Heating Fuel	87,500
Employee Vacation Leave Expense	85,000
Janitorial Expense	74,125
First Aid, Medical and Safety Supplies	73,700
Travel Expense Cars	73,550
Medical Services	71,308
Employee Safety Equipment	64,700
Water	48,500
Automotive - General Expense	32,500
Stationary Forms	29,200
Training Expense	20,000
Reimbursement of Maintenance Expense	(100,000)
Budget Savings	(317,000)
All Others	125,502
Total Maintenance and Operations	<u>8,393,652</u>
SUPPORT, ALLOCATIONS AND FEDERAL AID:	
Projects not Capitalized	2,919,053
Support From Thruway	5,241,362
Equipment not Capitalized	181,295
Non-Federal Reimbursement	(271,188)
Allocations to Canal Capital and Canal Development Fund	(4,624,500)
Federal Aid - Operating and Maintenance Aid	(5,675,800)
Total Support, Allocations, Federal and Non-Federal Aid, and Projects & Equipment Not Capitalized	<u>(2,229,778)</u>
TOTAL CANAL CORPORATION	<u>\$48,337,265</u>

CANAL DEVELOPMENT FUND - Operating	<u>\$1,874,448</u>
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BUDGETED PERSONNEL COMPARISON
2008 vs. 2009
New York State Thruway Authority

	2008 Revised	2009 Proposed	Change From Revised	Percent Change
Thruway				
Thruway Authority	2,776	2,748	(28)	-1.0%
State Police Troop T	343	343	-	0.0%
Total Thruway	<u>3,119</u>	<u>3,091</u>	<u>(28)</u>	<u>-0.9%</u>
Interstate 84				
Interstate 84	89	89	-	0.0%
Total Interstate 84	<u>89</u>	<u>89</u>	<u>-</u>	<u>0.0%</u>
Canal Corporation				
Canal Corporation	539	537	(2)	-0.4%
Canal Development Fund	3	3	-	0.0%
Total Canal Corporation	<u>542</u>	<u>540</u>	<u>(2)</u>	<u>-0.4%</u>
Grand Total	<u>3,750</u>	<u>3,720</u>	<u>(30) (1)</u>	<u>-0.8%</u>

(1) Note: An additional 20 positions over the 30 identified in the 2009 Budget will be eliminated in 2009. The budgetary savings associated with the elimination of these 50 positions are accounted for in the 2009 Budget.

Comparison of Annual Staffing
Summary of Permanent Budgeted Positions
From 1995 through 2009
New York State Thruway Authority

	Budgeted Positions				Change	Cumulative Change Since 1995
	Mainline	I-84	Canal	Total		
1995	3,174	142	557	3,873		
1996	3,032	136	536	3,704	-169	-169
1997	2,913	112	529	3,554	-150	-319
1998	2,873	102	535	3,510	-44	-363
1999	2,868	101	539	3,508	-2	-365
2000	2,851	95	542	3,488	-20	-385
2001	2,881	91	568	3,540	52	-333
2002	2,887	90	556	3,533	-7	-340
2003	2,867	90	555	3,512	-21	-361
2004	2,831	90	553	3,474	-38	-399
2005	2,796	89	551	3,436	-38	-437
2006	2,780	89	544	3,413	-23	-460
2007	2,784	89	544	3,417	4	-456
2008	2,776	89	542	3,407	-10	-466
2009	2,748	89	540	3,377	-30	-496 (1)

* Does not include State Police

(1) Note: An additional 20 positions over the 30 identified in the 2009 Budget will be eliminated in 2009. The budgetary savings associated with the elimination of these 50 positions are accounted for in the 2009 Budget. This would bring the total number of permanent positions eliminated since 1995 to 516.

New York State Thruway Authority

Long-Term Financial Plan

	Revised 2008	Proposed 2009	Estimated 2010	Estimated 2011	Estimated 2012
Toll Revenues	\$566,782,000	\$637,654,000	\$677,993,000	\$696,945,000	\$716,770,000
Other Revenues	34,325,000	34,530,000	36,230,000	36,930,000	37,030,000
Total Revenues	601,107,000	672,184,000	714,223,000	733,875,000	753,800,000
Thruway Operating Expenses	345,728,214	358,058,643	370,332,849	380,131,174	395,086,421
Reserve for Claims and Indemnities	4,000,000	4,000,000	2,000,000	2,000,000	2,000,000
Net Revenue (A)	251,378,786	310,125,357	341,890,151	351,743,826	356,713,579
Debt Service (B)	163,532,025	179,289,993	209,983,177	232,139,106	256,801,111
Net Revenue after Debt Service	87,846,761	130,835,364	131,906,974	119,604,720	99,912,468
Retain for Reserve Maintenance	10,000,000	0	0	0	0
Reserve Maintenance Deposit	28,615,667	55,981,803	57,225,569	38,333,295	13,895,123
Net Available Revenues	69,231,094	74,853,561	74,681,405	81,271,425	86,017,345
Canal Corporation (Net of Federal Aid)	45,251,910	48,337,265	48,413,330	49,870,585	52,282,400
General Reserve Fund Provision	23,979,184	26,516,296	26,268,075	31,400,840	33,734,945
Balance	0	0	0	0	0
Debt Service Coverage Ratio (A/B) *	1.54	1.73	1.63	1.52	1.39
Pay As You Go Percentage	26.3%	21.7%	21.0%	20.9%	14.7%

* Fiscal Management Guidelines require a minimum 1.5 coverage ratio. General Revenue Bond Resolution requires a 1.2 minimum coverage ratio.

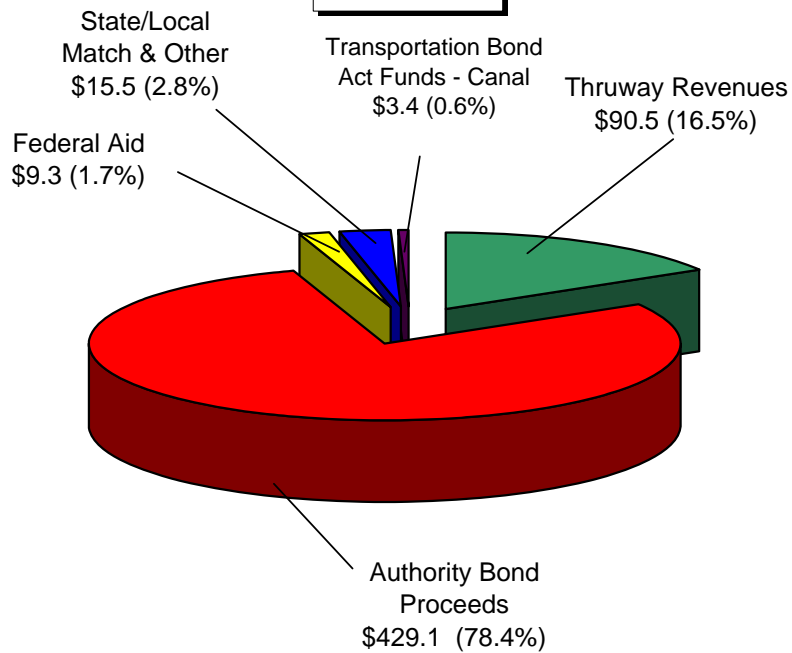
Schedule of Debt Service for Thruway Capital Program New York State Thruway Authority							
		Principal Balance 1/1/09 or when issued	Year of Issuance	ANNUAL DEBT SERVICE PAYMENTS			
				<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Series F	\$	591,965,000	2005	\$ 52,581,765	\$ 52,585,953	\$ 52,581,363	\$ 52,582,075
Series G		737,595,000	2005	36,967,900	36,962,463	36,966,700	36,969,025
Series H		592,642,571	2007	78,068,313	78,071,263	78,071,663	78,071,463
PROPOSED							
Series I		314,644,797	2009	15,351,072	20,468,096	20,468,096	20,468,096
Series J		403,478,570	2010		26,246,860	26,246,860	26,246,860
Series K		351,456,513	2011			22,862,751	22,862,751
Series L		389,740,390	2012				25,353,172
Total Annual Debt Service				<u>\$ 182,969,050</u>	<u>\$ 214,334,635</u>	<u>\$ 237,197,432</u>	<u>\$ 262,553,441</u>
Debt Service as a % of Total Revenues					2.7%	2.2%	2.5%
Cumulative Debt Service as a % of Total Revenues				26.7%	29.4%	31.6%	34.1%
Outstanding Debt at end of year				\$ 2,179,100,476	\$ 2,514,958,466	\$ 2,790,442,195	\$ 3,094,789,260

Notes:

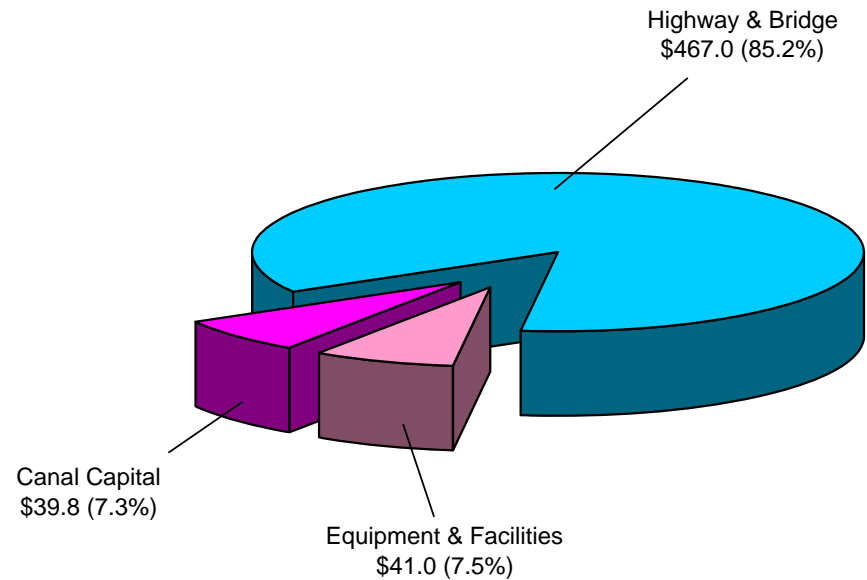
The Projected Debt Service is based on issuing 30 year bonds in the amount needed to fund the Thruway Capital Program and assumes it would be issued during the year at a 5% interest rate. Total revenues come from Thruway tolls, concessionaire revenue, interest and other sundry revenue sources that are pledged to debt service. The limit on debt capacity is reached once the debt service coverage ratio drops below 1.2 X coverage.

FUNDING SOURCES AND USES
2009 CAPITAL PROGRAM BUDGET
TOTAL \$547.8 Million

SOURCES



USES



Thruway-wide Project Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION	
YEAR	QTR.			CONTRACT VALUE	
2009	4	C37.1 MP: 1000.00	Statewide: Movable Dam Fall Protection System - Installation - Seneca, Herkimer & Montgomery Counties	\$5,700,000	
				2009 Total	\$5,700,000
				2009 Total Adjusted for Inflation (est)	\$6,700,000
2010	1	C246.1 MP: 1000.00	Statewide: Fabricate Container Transport Barges	\$2,730,000	
	2	H1082.1 TWY wide	Thruway-wide Culvert Cleaning	\$600,000	
				2010 Total	\$3,330,000
				2010 Total Adjusted for Inflation (est)	\$4,200,000
2012	1	H1106.1 TWY wide	Rock Slope Projects Statewide	\$3,000,000	
				2012 Total	\$3,000,000
				2012 Total Adjusted for Inflation (est)	\$4,100,000

New York Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2009	1	B2063.2 MP: 0.00	New York Division: Bridge Painting	\$2,615,000
	4	H1050.2 MP: 0.00	New York Division: Pavement Striping 2010	\$950,000
	4	B919.1 MP: 2.20	MP 2.20: Cross County Parkway Bridge over Thruway - Deck Rehabilitation	\$4,000,000
	4	A849.1 MP: 6.00	Ardsley Service Area Remediation	\$300,000
	4	B946.1 MP: 14.67	MP 14.67: Tappan Zee Bridge - Replacement of Gusset Plates	\$500,000
	4	B881.1 MP: 33.00	MP 33.00 NB: Sloatsburg Service Area Parking Structure: Joint and Panel Repair	\$5,700,000
	2	H862.1 MP: 33.00	Sloatsburg Service Area (MP 33.2, NB): Pavement Resurfacing	\$1,000,000
	4	A811.1 MP: 33.00	MP 33.00: Ramapo & Sloatsburg Service Area - Wastewater Connection to Municipal System and Demolition of Current System	\$1,350,000
	4	A750.1 MP: 45.20	Harriman Maintenance Section and Toll Building (Exit 16, MP 45.2): Connect to Municipal Water and Sewer	\$600,000
	1	B607.1 MP: 600.17	I-95 Thruway Bridges: Bridge Washing	\$600,000
	4	I82.2 MP: 600.60	I-95, near Conn.State line, Traffic Data Stations - Install 2 locations	\$88,000
	2	H999.1 MP: 601.10	I-95 NB, Bartow Avenue (Exit 11, MP 601.11): Ramp Traffic Operational Improvement	\$2,950,000
	4	B284.3 MP: 605.76	MP 605.76: North Avenue Bridge over Thruway Utilities Transfer (Phase 2)	\$3,100,000
	4	H14.2 MP: 614.10	I-95 Thruway, Port Chester to Connecticut State Line: Pavement Rehabilitation	\$9,000,000
	4	B12.2 MP: 614.93	I-95 Thruway Bridge over Byram River: Deck Repairs and Resurfacing, and Bridge Painting	\$16,400,000
	4	H854.1 MP: 640.00	Garden State Parkway Connector: Pavement Resurfacing and Safety Upgrades	\$3,500,000
2009 Total				\$52,653,000
2009 Total Adjusted for Inflation (est)				\$61,400,000

New York Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING		ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
YEAR	QTR.				
2010	2	B605.2 MP:	0.00	New York Division: On-Demand Bridge Repair Contract 2010-2011	\$1,500,000
	1	B2062.2 MP:	4.06	New York Division: Culvert Repairs	\$1,000,000
	2	A3.1 MP:	6.00	Ardsley Service Area (MP 6.0, NB): Replace Water Supply Main and Demolish Existing Fire Pump Vault	\$1,000,000
	2	B2242.1 MP:	7.84	MP 7.84: Route 9A Bridge over Thruway: Deck Repairs and Resurfacing, and Bearing Replacement	\$1,000,000
	3	B905.4 MP:	14.67	MP 14.67: Tappan Zee Bridge: Infrastructure Repairs	\$60,000,000
	1	B2232.1 MP:	42.30	MP 42.30: Arden Station Road Bridge over Thruway - Rehabilitation	\$2,700,000
	1	H1006.2 MP:	46.00	Woodbury Barrier (MP 46.0) to Newburgh (Exit 17, MP 60.5): Safety Upgrades	\$5,200,000
	1	B912.1 MP:	600.17	I-95 Thruway: Bridge Washing	\$600,000
	1	B426.1 MP:	600.41	I-95 Thruway Bridge over Erksine Place (Bassett Avenue) & RR: Rehabilitation	\$2,000,000
	1	B920.1 MP:	600.55	I-95 Thruway Bridges over Hutchinson River Parkway Extension (NB & SB): Deck Rehabilitation (Combine with B923.1)	\$3,250,000
	1	B935.1 MP:	602.37	MP 602.37: Conner Street Bridge over I-95 Thruway: Rehabilitation	\$2,300,000
	1	B933.1 MP:	605.39	Centre Avenue Bridge over I-95 Thruway: Rehabilitation	\$1,900,000
	1	B923.1 MP:	609.14	NET I-95 Bridge over Fenimore Road: Rehabilitation	\$1,500,000
	1	B2238.1 MP:	612.94	MP 612.94: Central Avenue Bridge over I-95 Thruway: Rehabilitation	\$1,000,000
	4	B2237.1 MP:	641.64	Garden State Parkway Bridges over Williams Road: Deck Repairs and Resurfacing	\$2,900,000
	4	H1070.2	NY Div.	New York Division: Pavement Striping 2011	\$1,100,000
2010 Total					\$88,950,000
2010 Total Adjusted for Inflation (est)					\$112,200,000
2011	1	B2229.2 MP:	0.00	New York Division: Bridge Painting	\$3,000,000
	1	A844.1 MP:	6.00	Nyack Maintenance Garage (MP 18.8) and Ardsley Service Area (MP 6.00) - Roof Replacements	\$1,000,000
	2	B948.1 MP:	23.09	Bridges at MP's 23.09, 23.93, 25.10, 25.52, 26.87, 29.41, 29.54: Deck Repairs and Resurfacing, and Other Miscellaneous Work	\$3,500,000
	4	B384.1 MP:	34.03	Thruway Bridges over Sloatsburg-Sebago Lake Road: Replacement	\$17,000,000
	4	B435.1 MP:	36.13	Thruway Bridges over East Village Road: Replacement	\$6,000,000
	4	H1096.1 MP:	60.50	Newburgh (Exit 17, MP 60.5) to south of New Paltz (Exit 18, MP 74.5): Pavement Resurfacing and MP 60-76 Safety Upgrades	\$24,500,000
	4	B2233.1 MP:	65.51	MP 65.51: Thruway Bridge over Mill Street - Rehabilitation	\$1,900,000

Capital Program Management System Report

New York Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING				CONSTRUCTION		
YEAR	QTR.	ITEM NO.	MILEPOST	PROJECT DESCRIPTION	CONTRACT VALUE	
	4	B69.1 MP:	72.77	MP 72.77: Thruway Bridge over Abandoned RR [South of New Paltz (Exit 18) - Replacement	\$7,000,000	
	1	B954.1 MP:	600.17	I-95 Thruway: Bridge Washing 2011	\$600,000	
	1	B934.1 MP:	604.63	MP 604.63: I-95 Thruway Bridge over Boston Post Road: Rehabilitation, Deck Repairs/Resurfacing and Painting	\$4,000,000	
	1	B581.1 MP:	605.09	MP 605.09: I-95 Thruway Viaduct (New Rochelle): Spot/Zone Painting and Steel Repairs	\$7,000,000	
	4	B284.1 MP:	605.76	MP 605.76: North Avenue Bridge over I-95 Thruway (Phase 3): Replacement	\$10,800,000	
	3	B462.1 MP:	608.80	MP 608.80: Rockland Avenue Bridge over I-95 Thruway: Deck Repairs and Resurfacing	\$1,500,000	
	2	B2225.1 MP:	610.52	MP 610.52: West Street Bridge over I-95 Thruway: Deck Rehabilitation	\$1,725,000	
	4	H1097.1	NY Div.	New York Division: Pavement Striping 2012	\$1,100,000	
					2011 Total	\$90,625,000
					2011 Total Adjusted for Inflation (est)	\$119,600,000
2012	1	B925.2 MP:	0.00	New York Division: On-Demand Bridge Repair Contract 2012-2013	\$1,500,000	
	1	H1071.2 MP:	0.00	New York Division: Pavement Resurfacing at Various Locations 2012	\$1,500,000	
	1	H1083.1 MP:	0.00	New York Division Drainage/Culvert Rehabilitation	\$500,000	
	3	H1103.1 MP:	6.00	MP 6.0: Ardsley Service Area: Pavement Rehabilitation	\$2,500,000	
	3	B955.1 MP:	14.67	MP 14.67: Tappan Zee Bridge, Replace Electric Lane Closure and Speed Limit Signs	\$1,500,000	
	1	B582.1 MP:	25.10	MP 25.10: Thruway Bridge over Saddle River Road (Route 306) - Deck Repairs and Resurfacing, and Joint Replacement	\$3,100,000	
	4	A842.1 MP:	33.00	MP 33.00: Sloatsburg Service Area Flat Roof Replacement	\$500,000	
	1	B889.1 MP:	53.10	MP 53.10: Pleasant Hill Road Bridge over Thruway - Deck Repairs and Resurfacing, and Substructure Rehabilitation	\$1,700,000	
	3	B583.1 MP:	58.43	MP 58.43: Newburgh-Cambell Hall Road (Route 207) over Thruway - Deck Replacement, Painting, Substructure Rehabilitation	\$2,400,000	
	4	A843.1 MP:	66.00	MP 66.00: Modena Service Area Flat Roof Replacement	\$500,000	
	3	B2165.1 MP:	67.86	MP 67.86: Route 32 over Thruway - Deck Replacement, Substructure Rehabilitation and Painting	\$2,500,000	
	1	B467.1 MP:	600.17	I-95 Thruway: Bridge Washing	\$700,000	
	1	B922.1 MP:	604.80	I-95 Thruway Bridges over Kings Highway/Cross County Conn/Cedar Street Int and Old White Plains Rd over I-95: Deck Repairs and Resurfacing	\$4,500,000	
	1	H2181.1	NY Div.	New York Division: Division-Wide Tree Removal	\$300,000	
					2012 Total	\$23,700,000
				2012 Total Adjusted for Inflation (est)	\$32,700,000	

Albany Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2009	1	B605.3 MP: 76.50	Albany Division: On-Demand Bridge Repair Contract 2009-2010	\$750,000
	4	H899.3 MP: 76.50	New Paltz (Exit 18, MP 76.5) to North of Kingston (MP 93.8): Culvert Work	\$4,300,000
	4	H1050.3 MP: 76.50	Albany Division: Pavement Striping 2010	\$750,000
	1	B472.1 MP: 86.98	Overhead Bridge Deck Overlays - 10 Bridges, Albany Division	\$500,000
	1	A826.1 MP: 96.00	Ulster Service Area (MP 96.0) - Pitched Roof Replacement	\$330,000
	1	H2125.1 MP: 100.80	Saugerties (Exit 20, MP 100.8) to South of Catskill (MP 109.3): Safety Upgrades	\$2,000,000
	3	A848.1 MP: 103.00	Malden Service Area Remediation	\$750,000
	3	A824.1 MP: 96.00	Ulster, Guilderland, Pattersonville and Mohawk Service Areas - Flat Roof Replacements	\$825,000
	1	B936.1 MP: 125.45	Albany Division Bridge Painting - Six Bridges	\$3,600,000
	1	H1100.1 MP: 141.20	I-787 (Exit 23, MP 141.2) to I-88 (Exit 25A, MP 158.8): Mill and Inlay at Various Locations on Mainline and Ramps	\$5,000,000
	1	A838.1 MP: 141.92	Modernization of Freight Elevator - Administrative Headquarters (MP 141.92)	\$170,000
	1	A840.1 MP: 141.92	Modernization of Fire Alarm System - Administrative Headquarters (MP 141.92)	\$100,000
	3	A839.1 MP: 141.92	Modernization of High Voltage Switch Gear - Administrative Headquarters (MP 141.92)	\$200,000
	2	H1113.1 MP: 164.90	West of Rotterdam (MP 164.9 - 165.1) Eastbound: Slope Stabilization	\$1,000,000
	2	B481.1 MP: 182.17	MP 182.17: Fultonville (Exit 28) Bridge over Thruway - Replacement	\$4,500,000
	1	H1080.1 MP: 199.00	Installation of Median Guiderail at Various Locations on the Berkshire Spur and West of Exit 29 to Exit 29A	\$800,000
	2	B938.1 MP: 801.08	MP 801.08: Castleton Bridge Deck Rehabilitation	\$3,000,000
	1	A828.1 MP: 815.10	Berkshire Maintenance Section (MP 815.1): Replace Salt Shed	\$650,000
	1	C240.2 MP: 1000.00	Tribes Hill: Lock E-12 NW Approach Wall - Scour Repairs (2006 Flood) - Phase 2, Montgomery County	\$125,000
	2	C117.2 MP: 1000.00	Cranesville: Lock E-10 - Emergency Repairs (2006 Flood) - Montgomery County	\$1,700,000
	4	C224.1 MP: 1000.00	Tribes Hill: Movable Dam 8 at Lock E-12 - Painting, Montgomery County	\$3,740,000
	3	T20.2 ALB Div.	Fort Edward to Fort Ann: Clearing - Canalway Trail, Washington County	\$650,000
2009 Total				\$35,440,000
2009 Total Adjusted for Inflation (est)				\$41,300,000
2010	4	H1070.3 MP: 76.50	Albany Division: Pavement Striping 2011	\$750,000
	1	H2190.1 MP: 93.80	Kingston (Exit 19, MP 93.8) to Saugerties (Exit 20, MP 100.8): Pavement Resurfacing and Safety Upgrades	\$5,200,000
	1	H2124.1 MP: 180.00	East of Fultonville (MP 180.0) to West of Canajoharie (MP 197.9): Pavement Resurfacing and Safety Upgrades	\$13,500,000
	2	H1069.1 MP: 817.90	Berkshire Thruway, Canaan Toll Barrier (MP 817.9) to Massachusetts State Line (MP 824.3): 1R Mill and Inlay	\$7,500,000

Capital Program Management System Report

Albany Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
YEAR	QTR.			
	4	C173.1 MP: 1000.00	Yosts: Movable Dam 9 at Lock E-13 - Rehabilitation, Montgomery County	\$21,000,000
	3	T20.1 ALB Div.	Fort Edward to Fort Ann: Canalway Trail, Washington County	\$3,870,000
				2010 Total \$51,820,000
				2010 Total Adjusted for Inflation (est) \$65,400,000
2011	3	B925.3 MP: 76.50	Albany Division: On-Demand Bridge Repair Contract 2011-2012	\$800,000
	3	B88.1 MP: 91.88	MP 91.88: Sawkill Road (County Route 42) Bridge over Thruway - Rehabilitation	\$1,900,000
	4	H2179.1 MP: 116.00	South of Catskill (MP 115.6 - 116.0 SB and 115.3 - 116.0 NB): Rock Removal	\$4,400,000
	1	H2191.1 MP: 121.20	South of Coxsackie (MP 121.2) to I-787 (Exit 23, MP 141.3): Pavement Resurfacing and Safety Upgrades	\$14,900,000
	4	H2034.1 MP: 141.92	I-787 (Exit 23, MP 141.9) to Northway (Exit 24, MP 148.15): Pavement Reconstruction with Congestion Relief	\$115,000,000
	3	B117.1 MP: 173.59	MP 173.59: Amsterdam (Exit 27) Bridge over Thruway: Replacement with Ramp Realignment	\$8,000,000
	1	C140.1 MP: 1000.00	Scotia: Lock E-8 - Breast Wall & Floor Rehabilitation, Schenectady County	\$5,000,000
	1	C140.2 MP: 1000.00	Scotia: Movable Dam 4 Rehabilitation, Schenectady County	\$22,500,000
	1	C140.3 MP: 1000.00	Scotia: Lock E-8, Miter Gate Fabrication, Schenectady County	\$2,500,000
	4	C225.1 MP: 1000.00	Fort Plain: Movable Dam 11 at Lock E-15 - Painting, Montgomery County	\$3,710,000
	4	H1098.1 ALB Div.	Albany Division: Pavement Striping 2012	\$800,000
				2011 Total \$179,510,000
				2011 Total Adjusted for Inflation (est) \$236,900,000
2012	1	H1071.3 MP: 76.50	Albany Division: Pavement Resurfacing at Various Locations for 2012	\$1,500,000
	2	H1108.1 MP: 76.50	Albany Division Drainage/Culvert Rehabilitation	\$500,000
	3	H2189.1 MP: 76.50	North of New Paltz (MP 76.5) to North of Kingston (MP 93.8): Pavement Resurfacing	\$20,000,000
	4	B951.1 MP: 76.50	Albany Division Bridge Painting - 2012	\$3,000,000
	1	H1112.1 MP: 148.15	Northway (Exit 24, MP 148.1) to Schenectady (Exit 25, MP 153.8): Mill and Inlay	\$10,000,000
	1	B943.1 MP: 191.32	MP 191.32: Thruway Bridge over Flat Creek - Deck Replacement/Substructure Rehab	\$4,000,000
	1	H1074.1 MP: 800.00	Berkshire Thruway, I-87 (Exit 21A, MP B0.0) to I-90 (Exit B1, MP B6.0) - Pavement Repairs	\$2,500,000
	3	H81.1 MP: 806.60	MP 806.60: Berkshire Thruway, I-90 (Exit B1) - Toll Plaza Pavement Rehabilitation	\$6,500,000
	2	H2178.1 MP: 814.25	Berkshire Thruway, West of Taconic Parkway (MP 814.25 EB): Rock Removal	\$8,000,000
	4	C172.1 MP: 1000.00	Amsterdam: Movable Dam 7 at Lock E-11 - Rehabilitation, Montgomery County	\$30,000,000
	3	R9.1 MP: 1000.00	Amsterdam: Mohawk River/Erie Canal Pedestrian Bridge - New Construction	\$13,025,000
	1	H2175.1 ALB Div.	Albany Division: Division-wide Tree Removal	\$300,000
				2012 Total \$99,325,000
				2012 Total Adjusted for Inflation (est) \$135,000,000

Syracuse Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2009	3	B925.4 MP: 197.90	Syracuse Division: On-Demand Bridge Repair Contract 2010-2012	\$800,000
	4	H1081.1 MP: 212.00	MP 212.6 : Rock Removal	\$4,000,000
	4	B571.1 MP: 225.48	MP 225.48 & 225.49: Thruway Bridges over County Road 53 - Deck Replacement and Substructure Rehabilitation	\$3,500,000
	2	A847.1 MP: 244.00	Oneida Service Area Remediation	\$500,000
	3	A850.1 MP: 266.00	Chittenango Service Area Remediation	\$100,000
	2	H1038.1 MP: 282.90	Watertown/Binghamton I-81 (Exit 36, MP 282.93): Toll Plaza Resurfacing	\$1,200,000
	2	B422.1 MP: 286.36	MP 286.36: Cold Spring-Liverpool (Rte. 370) Bridge over Thruway - Replacement	\$5,000,000
	4	A841.1 MP: 304.20	Weedsport Maintenance Section (MP 304.2) Salt Storage Shed: Replacement	\$550,000
	1	H511.1 MP: 304.50	Weedsport (Exit 40, MP 304.5) to East of Waterloo (MP 313.8): Pavement Resurfacing	\$9,150,000
	3	A851.1 MP: 324.00	Junius Ponds Service Area Remediation	\$100,000
	4	B482.1 MP: 327.54	MP 327.54: Thruway Bridge over Canandaigua Outlet - Deck Replacement and Substructure Rehabilitation	\$5,000,000
	2	A852.1 MP: 340.20	Manchester Maintenance Remediation	\$75,000
	1	A845.1 MP: 350.00	Seneca Service Area Remediation	\$500,000
	1	C235.1 MP: 1000.00	Utica: Harbor - Remediation Phase 1, Oneida County	\$2,500,000
	1	C7.1 MP: 1000.00	Lysander: Section 5 Office & Shop - Roof & Insulation Repairs, Onondaga County	\$1,500,000
	2	T35.1 MP: 1000.00	Little Falls to Ilion: Canalway Trail, Herkimer County	\$5,300,000
	3	T29.1 MP: 1000.00	Canastota to Erie Canal Village: Canalway Trail, Madison/Oneida Counties	\$2,400,000
	4	H1050.4 SYR Div.	Syracuse Division: Pavement Striping 2010	\$750,000
2009 Total				\$42,925,000
2009 Total Adjusted for Inflation (est)				\$50,100,000
2010	3	B528.1 MP: 237.33	MP 237.33: Thruway Bridge over Mohawk River - Deck Replacement	\$9,000,000
	1	H1072.1 MP: 279.30	Thompson Road (Exit 35, MP 279.3) to Liverpool/ Electronics Parkway (Exit 37, MP 284.1): Pavement Resurfacing with Resurfacing of Interchange Ramps	\$4,600,000
	2	H905.1 MP: 313.80	West of Weedsport (MP 313.8) to Waterloo (Exit 41, MP 320.7): Pavement Resurfacing	\$6,330,000
	1	H2171.1 MP: 327.54	Geneva (Exit 42, MP 327.54) to Canandaigua (Exit 44, MP 347.10): Pavement Resurfacing and Safety Upgrades	\$14,500,000
	4	H1070.4 SYR Div.	Syracuse Division: Pavement Striping 2011	\$750,000
	4	T6.1 SYR Div.	New London to Stanwix: Canalway Trail, Oneida County	\$1,800,000
2010 Total				\$36,980,000
2010 Total Adjusted for Inflation (est)				\$46,600,000

Syracuse Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING YEAR	QTR.	ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
2011	4	B930.1 MP: 197.90	Syracuse Division Bridge Painting - 2012	\$2,000,000
	4	H908.1 MP: 240.00	East of Verona (MP 240.0) to Canastota (Exit 34, MP 262.0): Pavement Resurfacing	\$18,000,000
	1	B529.1 MP: 256.78	MP 256.78: Thruway Bridge over Lake Street - Deck Replacement	\$4,000,000
	1	B438.1 MP: 257.09	MP 257.09: Williams St. (Rte 46) Bridge over Thruway - Deck Replacement	\$1,700,000
	4	B412.1 MP: 337.53	MP 337.53: Thruway Bridge (WB) over Canandaigua Outlet: Rehabilitation or Replacement	\$3,000,000
	4	C57.1 MP: 1000.00	Utica: Taintor Dam - Rehabilitation, Oneida County	\$12,000,000
	4	H1099.1 SYR Div.	Syracuse Division: Pavement Striping 2012	\$800,000
2011 Total				\$41,500,000
2011 Total Adjusted for Inflation (est)				\$54,800,000
2012	1	B940.1 MP: 197.90	Syracuse Division: On-Demand Bridge Repair Contract 2012-2013	\$800,000
	1	H1071.4 MP: 197.90	Syracuse Division: Pavement Resurfacing at Various Locations for 2012	\$1,500,000
	1	H1110.1 MP: 197.90	Syracuse Division Drainage/Culvert Rehabilitation	\$500,000
	3	H1087.1 MP: 197.90	West of Canajoharie (Exit 29, MP 197.9) to Little Falls (Exit 29A, MP 210.3): Pavement Resurfacing	\$10,000,000
	1	B499.1 MP: 238.22	MP 238.22: Thruway Bridge over Oriskany Boulevard (Route 69) - Deck Repair and Resurfacing	\$2,000,000
	3	H911.1 MP: 284.10	Electronics Parkway (Exit 37, MP 284.1) to I-690 (Exit 39, MP 289.3): 3R Pavement Rehabilitation	\$22,000,000
	1	B190.1 MP: 284.74	MP 284.74: Thruway Bridge over Conrail (Salina) - Rehabilitation	\$1,900,000
	1	B193.1 MP: 288.13	MP 288.13: Thruway Bridge over Conrail (Geddes) - Rehabilitation	\$1,400,000
	1	A845.1 MP: 350.00	Seneca Service Area Remediation	\$500,000
	4	C39.1 MP: 1000.00	Reservoir & Feeder Infrastructure Analysis & Improvements	\$2,500,000
2012 Total				\$42,600,000
2012 Total Adjusted for Inflation (est)				\$58,800,000

Buffalo Division Construction Contract Values

Project Construction Cost Values are in Current Dollars

LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION CONTRACT VALUE
YEAR	QTR.			
2009	4	T30.1 MP: 318.75	Amherst to Lockport: Canalway Trail, Erie/Niagara Counties	\$3,700,000
	4	B925.5 MP: 350.60	Buffalo Division: On-Demand Bridge Repair Contract 2010-2011	\$1,000,000
	4	H409.1 MP: 351.00	Victor (Exit 45): Toll Plaza Pavement Resurfacing (combine w/ H872.1)	\$1,500,000
	4	H872.1 MP: 362.40	Henrietta (Exit 46): Toll Plaza and Pavement Resurfacing (combine w/ H409.1)	\$1,500,000
	2	H410.1 MP: 362.50	Henrietta (Exit 46, MP 362.5) to LeRoy (Exit 47, MP 378.2): Pavement Resurfacing	\$15,000,000
	3	B564.2 MP: 364.74	MP 364.74: East River Road Bridge over Thruway - Repairs	\$1,000,000
	1	A846.1 MP: 366.00	Scottsville Service Area Remediation	\$500,000
	3	A836.1 MP: 366.00	MP 366.0 and 447.1: Upgrade Emergency Generators at Scottsville and Angola Service Areas	\$700,000
	3	B899.1 MP: 366.27	MP 366.27 and MP 366.28: Thruway Bridges over Genesee River - Deck Replacements	\$7,500,000
	3	B904.1 MP: 366.42	MP 366.42: Thruway Bridge over Scottsville Road - Replacement	\$5,000,000
	1	B512.1 MP: 366.42	MP 384.61 & 384.62: Thruway Bridges over Black Creek - Deck Rehabilitations	\$1,500,000
	2	A837.1 MP: 412.00	Clarence Service Areas (MP 412.0): Pitched Roof Replacement	\$250,000
	2	H2180.1 MP: 416.90	Depew (Exit 49, MP 416.9) to Williamsville Toll Barrier (MP 419.4): Pavement Resurfacing	\$3,835,000
	1	B939.1 MP: 418.35	Steel Repairs - 5 Bridges in Buffalo Division	\$770,000
	3	A836.2 MP: 447.00	Remediate Water Supply System for Fire Suppression at Angola Service Area	\$300,000
	1	H413.1 MP: 900.00	I-90 (MP 900.0) to Louisiana Street (Exit N5, MP 904.0): Portland Cement Concrete Joint Repair/Resealing & Grinding at Various Locations and Other Miscellaneous Work	\$6,400,000
	4	H1015.2 MP: 915.00	Grand Island Bridge (Exit 18A, MP 915.0) to Niagara Toll Barrier (MP 920.1): Safety Upgrades	\$750,000
	4	B947.1 MP: 920.35	MP 920.35 & MP 921.12: North Grand Island Bridges NB and SB - Replacement of Gusset Plates	\$500,000
	1	C38.1 MP: 1000.00	Lockport: Rock Slope - Remediation, Niagara County	\$670,000
	2	C216.1 MP: 1000.00	Orleans County: Culverts 74/76/89/94/97/102/103 Repairs, Orleans County	\$1,007,000
	2	C216.2 MP: 1000.00	Orleans County: Bank Repair Phase 2, Orleans County	\$179,000
	4	H1050.5 BUF Div.	Buffalo Division: Pavement Striping 2010	\$850,000
2009 Total				\$54,511,000
2009 Total Adjusted for Inflation (est)				\$63,500,000
2010	1	B526.1 MP: 352.59	Thruway Bridges over Abandoned NYCRR (MP 352.59) and Murder Creek (MP 402.90): Rehabilitations	\$1,000,000
	1	B937.1 MP: 363.12	Culvert Replacement at MP 363.12	\$1,700,000
	1	B433.3 MP: 363.95	Thruway Bridge over Livonia, Avon & Lakeville RR and Thruway Bridge over B&O RR: Substructure Repair with Joint Rehabilitation	\$3,150,000

Buffalo Division Construction Contract Values

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LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.			CONTRACT VALUE
	1	B440.1 MP: 367.49	MP 367.49: Thruway Bridge over Reed Road - Concrete Frame Rehabilitation	\$2,000,000
	1	H508.1 MP: 378.20	LeRoy (Exit 47) to West of Batavia (Exit 48) Eastbound: 1R Pavement Resurfacing and Safety Upgrades	\$9,000,000
	1	H508.2 MP: 378.20	LeRoy (Exit 47) to West of Batavia (Exit 48) Westbound: 1R Pavement Resurfacing and Safety Upgrades	\$9,000,000
	1	H1010.1 MP: 393.70	Batavia (Exit 48, MP 393.70) to Pembroke (Exit 48A, MP 404.70): 1R Pavement Resurfacing	\$9,570,000
	4	H1016.1 MP: 430.51	Lackawanna Toll Barrier (MP 430.51): Toll Barrier Pavement Rehabilitation	\$4,000,000
	1	H873.1 MP: 436.22	Hamburg (Exit 57, MP 436.22): Ramp and Toll Plaza Pavement Rehabilitation	\$1,900,000
	1	H874.1 MP: 438.50	Hamburg (Exit 57, MP 438.5) to Angola (Exit 57A, MP 444.8): 3R Pavement Rehabilitation, and Thruway Bridges over Shadagee Rd. and 18 Mile Creek: Deck Rehabilitations	\$40,000,000
	4	H876.2 MP: 483.00	East of Westfield (Exit 60, MP 483.0) to Penn. State Line (MP 496.0) Eastbound: 2R Pavement Rehabilitation, Exits 60 and 61 Ramp Pavement Rehabilitation, and Westfield Interchange (Exit 60) Bridge Rehabilitation	\$22,000,000
	1	B460.2 MP: 920.35	MP 920.35 NB & MP 921.12 SB: North Grand Island Bridges - Washing 2010	\$400,000
	2	C143.1 MP: 1000.00	Rochester: West Guard Lock - Rehabilitation, Monroe County	\$3,200,000
	4	T57.1 BUF Div.	Pittsford to Fairport: Canalway Trail - Rehabilitation, Monroe County	\$2,300,000
	4	H1070.5 BUF Div.	Buffalo Division: Pavement Striping 2011	\$900,000
2010 Total				\$110,120,000
2010 Total Adjusted for Inflation (est)				\$138,900,000
2011	4	B941.1 MP: 350.60	Buffalo Division: On-Demand Bridge Repair Contract 2012-2013	\$1,500,000
	4	B441.1 MP: 380.57	MP 380.57: West Bergen Road Bridge over Thruway - Replacement	\$3,000,000
	2	H507.1 MP: 404.70	West of Pembroke (MP 404.7) to Depew (Exit 49, MP 416.9): Pavement Resurfacing and Safety Upgrades	\$10,300,000

Buffalo Division Construction Contract Values

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LETTING		ITEM NO. MILEPOST	PROJECT DESCRIPTION	CONSTRUCTION
YEAR	QTR.			CONTRACT VALUE
	3	B513.1 MP: 415.92	Thruway over Harris Hill Road (MP 415.92) and Transit Rd (Rte. 78) (MP 416.94): Deck Resurfacing and Joints	\$4,100,000
	3	B471.2 MP: 453.46	MP 453.46: Mile Strip Rd Bridge Rehabilitation	\$2,500,000
	3	B471.2 MP: 454.31	MP 454.31: Four Mile Level Rd. (Rte. 438) Bridge Replacement	\$2,600,000
	4	B942.1 MP: 467.74	MP 467.74: Dunkirk-Fredonia Interchange Bridge over Thruway - Deck Repairs and Resurfacing	\$1,700,000
	1	B945.1 MP: 914.35	MP 914.35 NB & 914.99 SB: South Grand Island Bridges: Bridge Washing 2011	\$400,000
	4	H2001.1 BUF Div.	Buffalo Division: Pavement Striping 2012	\$900,000
2011 Total				\$27,000,000
2011 Total Adjusted for Inflation (est)				\$35,600,000
2012	2	H1071.5 MP: 350.60	Buffalo Division: Pavement Resurfacing at Various Locations for 2012	\$1,500,000
	2	H1107.1 MP: 350.60	Buffalo Division Drainage / Culvert Rehabilitation	\$500,000
	4	B953.1 MP: 350.60	Buffalo Division Bridge Painting - 2012	\$3,000,000
	2	H1089.1 MP: 419.40	Williamsville Toll Barrier (MP 419.4) to West of Williams Street (MP 425.9): 1R Mill and Inlay	\$8,000,000
	2	B560.1 MP: 427.95	MP 427.95: Route 400 Ramp Bridge (NYSDOT) over Harlem Road - Replacement	\$500,000
	3	H874.3 MP: 444.80	Angola (Exit 57A, MP 444.8) to Seneca Nation of Indians: 3R Highway Rehabilitation, and MP 447.48 and 447.49: Thruway Bridges over Big Sisters Creek: Deck Rehabilitations	\$35,000,000
	2	H811.1 MP: 444.87	Eden Angola (Exit 57A, MP 444.87): Ramp Pavement Rehabilitation	\$4,200,000
	4	B944.1 MP: 914.99	MP 914.99: South Grand Island Bridge Southbound - Deck Repairs and Resurfacing, and Miscellaneous Bridge Repairs	\$15,000,000
	1	B908.1 MP: 917.27	MP 917.27: Whitehaven Road Bridge over I-190 Thruway - Deck Repairs and Resurfacing	\$1,300,000
	4	B326.2 MP: 921.12	MP 921.12: North Grand Island Bridge Southbound - Deck Replacement	\$50,000,000
	1	B2059.1 BUF Div.	Buffalo Division - Install Protective Screening 2012	\$800,000
2012 Total				\$119,800,000
2012 Total Adjusted for Inflation (est)				\$165,300,000