NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

Finance committee meeting no· 73

MONDAY September 18, 2023

albany, New York

FINANCE COMMITTEE AGENDA

Meeting No.73
September 18, 2023
Albany, New York

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1. Approval of Minutes of Finance Committee Meeting No. 72

2. Review and Approval of the April, May & June 2023 Financial Reports

3. Approval of the Authority's Investment Transactions –Second Quarter 2023

4. Approve Toll Rate Adjustments

5. Approving the Twenty First Supplemental Resolution, Authorizing the Issuance of General Revenue Bonds, Series P, Approving the Forms of Certain Related Documents and Authorizing an Authorized Officer to Execute Any Other Necessary Documents Related Thereto

6. Other Business

5. Adjournment

TO: The Finance Committee DATE: June 18, 2023

FROM: Tanya M. Morris
Secretary to Board

SUBJECT: Approval of Minutes of Committee Meeting No. 72

Copies of the Minutes of Committee Meeting No. 72 were made available to the Committee Members as part of the Agenda.

RECOMMENDATION

It is recommended that the Minutes of Committee Meeting No. 72, held on June 27, 2023 be approved by the Committee.

MINUTES
FINANCE COMMITTEE MEETING NO. 72
200 Southern Boulevard
Albany, New York
June 27, 2023

Meeting minutes of the Finance Committee

The following committee members were present:
Joanne M. Mahoney, Chair
Robert Megna, Vice-Chair
Jose Holguin-Veras, Ph.D., Board Member
Heather Briccetti Mulligan, Board Member
Norman H. Jones, Board Member, Via Webex

Constituting a majority of the members of the Thruway Authority Board.

Staff were present:
Frank Hoare, Interim Executive Director
Matthew Trapasso, Chief of Staff
Karen Osborn, Interim Chief Financial Officer
Joseph Igloe, Deputy General Counsel
Jim Konstalid, Director of Maintenance & Operations
Rich Lee, Chief Engineer
Selica Grant, Acting Director, Administrative Services
Mary Boehm, Director of Audit & Management Services
Andrew Trombley, Director Procurement Services
Erika Beardsley, Acting Director, Center of Excellence
Tim Bonney, Director of Applications Development
William Hewitt, Information Technology Specialist
Sean Lasher, Information Technology Specialist
Tanya Morris, Board Secretary

Mr. Megna called the meeting of the Finance Committee to order at 1:10 p.m.

Ms. Morris recorded the minutes as contained herein (public notice of the meeting had been given).

DRAFT

Item 1
Approval of Minutes of the Finance Committee Meeting No. 71
Upon motion duly made and seconded, the Finance Committee approved the minutes of the previous meeting held on March 27, 2023.

Item 2
Review and Approval of the Financial Reports for January, February & March 2023

A discussion of the Financial Reports was undertaken by the members. The details of the presentation by Ms. Osborn and Committee Members' comments and questions with respect thereto are included in the audio recording of the meeting maintained in the Authority's records.

Whereafter, upon motion duly made and seconded, the Finance Committee approved the Financial Reports for January, February & March 2023 and authorized their submission to the Authority Board for consideration.

Item 3
Approval of the Authority's Investment Transactions –First Quarter 2023

A discussion of the Authority's Investment Transactions - First Quarter 2023 was undertaken by the members. The details of the presentation by Ms. Osborn and Committee Members' comments and questions with respect thereto are included in the audio recording of the meeting maintained in the Authority's records.

Whereafter, upon motion duly made and seconded, the Finance Committee approved the Authority's Investment Transactions –First Quarter 2023 their submission to the Authority Board for consideration.

There being no other business to come before the Finance Committee, upon motion duly made and seconded, the meeting was adjourned at 1:17 p.m.

Note: Webcasts, which include dialogue of Authority Board Meeting, are available on the Thruway Authority website 48 hours after such meetings occur and remain on the website for a period of four months.

TO: The Finance Committee DATE: September 18, 2023

FROM: David Malone
Chief Financial Officer

SUBJECT: Financial Report – April, May, and June 2023

The Chief Financial Officer is formally submitting a copy of the Financial Report for the months of April, May, and June 2023.

SUBMISSION:

This report is submitted for inclusion as part of the official records for this meeting.



NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

Monthly Financial Report

April 2023



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June 7, 2023

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH

NEW YORK STATE THRUWAY AUTHORITY

MONTH: April

YEAR: 2023

REVENUE	PRESENT MONTH		AMOUNT OF	% OF
	CURRENT YEAR	PREVIOUS YEAR	CHANGE	CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 16,022,699	$ 15,434,087	$ 588,612	3.81
Erie Section, Stations 55-61	1,807,874	1,789,723	18,151	1.01
Grand Island Bridges	1,132,526	1,095,052	37,474	3.42
Gov. Mario M. Cuomo Bridge	11,067,036	10,957,819	109,217	1.00
Yonkers Barrier	1,453,451	1,465,049	(11,598)	(0.79)
New Rochelle Barrier	2,517,703	2,501,158	16,545	0.66
Spring Valley Barrier	24,951	24,686	265	1.07
Harriman Barrier	1,439,483	1,445,063	(5,580)	(0.39)
	35,465,723	34,712,637	753,086	2.17
Permits, Stations 15-61	277,702	269,425	8,277	3.07
	35,743,425	34,982,062	761,363	2.18
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	16,983,376	18,549,558	(1,566,182)	(8.44)
Erie Section, Stations 55-61	3,119,886	3,537,908	(418,022)	(11.82)
Grand Island Bridges	377,696	404,186	(26,490)	(6.55)
Gov. Mario M. Cuomo Bridge	7,430,211	8,280,679	(850,468)	(10.27)
Yonkers Barrier	595,003	627,615	(32,612)	(5.20)
New Rochelle Barrier	1,108,247	1,171,501	(63,254)	(5.40)
Spring Valley Barrier	1,301,799	1,403,750	(101,951)	(7.26)
Harriman Barrier	399,098	425,309	(26,211)	(6.16)
	31,315,316	34,400,506	(3,085,190)	(8.97)
Less Volume Discount	2,737,433	2,605,873	131,560	5.05
	28,577,883	31,794,633	(3,216,750)	(10.12)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	33,006,075	33,983,645	(977,570)	(2.88)
Erie Section, Stations 55-61	4,927,760	5,327,631	(399,871)	(7.51)
Grand Island Bridges	1,510,222	1,499,238	10,984	0.73
Gov. Mario M. Cuomo Bridge	18,497,247	19,238,498	(741,251)	(3.85)
Yonkers Barrier	2,048,454	2,092,664	(44,210)	(2.11)
New Rochelle Barrier	3,625,950	3,672,659	(46,709)	(1.27)
Spring Valley Barrier	1,326,750	1,428,436	(101,686)	(7.12)
Harriman Barrier	1,838,581	1,870,372	(31,791)	(1.70)
Permits, Stations 15-61	277,702	269,425	8,277	3.07
	67,058,741	69,382,568	(2,323,827)	(3.35)
Less Volume Discount	2,737,433	2,605,873	131,560	5.05
NET TOLLS	64,321,308	66,776,695	(2,455,387)	(3.68)
E-ZPass Fees	1,092,197	1,061,137	31,060	2.93
Toll by Mail Fees	3,640,455	4,459,994	(819,539)	(18.38)
Special Hauling	205,426	343,695	(138,269)	(40.23)
TOTAL TOLLS AND RELATED FEES	69,259,386	72,641,521	(3,382,135)	(4.66)
LEASE REVENUES				
Fiber Optics User Fees	680,032	569,415	110,617	19.43
Service Areas	440,870	523,668	(82,798)	(15.81)
TOTAL LEASE REVENUES (1)	1,120,902	1,093,083	27,819	2.55
OTHER REVENUES	309,194	230,189	79,005	34.32
TOTAL OPERATING REVENUES (2)	$ 70,689,482	$ 73,964,793	$ (3,275,311)	(4.43)

(1) Note B.
(2) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: April

YEAR: 2023

REVENUE	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR	AMOUNT OF CHANGE	% OF CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 56,914,540	$ 51,346,059	$ 5,568,481	10.85
Erie Section, Stations 55-61	6,193,495	5,574,736	618,759	11.10
Grand Island Bridges	4,074,954	3,704,653	370,301	10.00
Gov. Mario M. Cuomo Bridge	39,691,268	37,515,375	2,175,893	5.80
Yonkers Barrier	5,410,363	5,191,405	218,958	4.22
New Rochelle Barrier	9,254,598	8,714,027	540,571	6.20
Spring Valley Barrier	75,881	71,674	4,207	5.87
Harriman Barrier	5,407,635	5,197,345	210,290	4.05
	127,022,734	117,315,274	9,707,460	8.27
Permits, Stations 15-61	1,083,096	958,225	124,871	13.03
	128,105,830	118,273,499	9,832,331	8.31
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	68,636,387	70,458,966	(1,822,579)	(2.59)
Erie Section, Stations 55-61	12,583,928	13,416,936	(833,008)	(6.21)
Grand Island Bridges	1,505,839	1,527,932	(22,093)	(1.45)
Gov. Mario M. Cuomo Bridge	28,805,045	31,104,878	(2,299,833)	(7.39)
Yonkers Barrier	2,343,368	2,383,156	(39,788)	(1.67)
New Rochelle Barrier	4,377,963	4,481,593	(103,630)	(2.31)
Spring Valley Barrier	5,083,568	5,310,890	(227,322)	(4.28)
Harriman Barrier	1,637,958	1,695,362	(57,404)	(3.39)
	124,974,056	130,379,713	(5,405,657)	(4.15)
Less Volume Discount	10,430,514	10,367,368	63,146	0.61
	114,543,542	120,012,345	(5,468,803)	(4.56)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	125,550,927	121,805,025	3,745,902	3.08
Erie Section, Stations 55-61	18,777,423	18,991,672	(214,249)	(1.13)
Grand Island Bridges	5,580,793	5,232,585	348,208	6.65
Gov. Mario M. Cuomo Bridge	68,496,313	68,620,253	(123,940)	(0.18)
Yonkers Barrier	7,753,731	7,574,561	179,170	2.37
New Rochelle Barrier	13,632,561	13,195,620	436,941	3.31
Spring Valley Barrier	5,159,449	5,382,564	(223,115)	(4.15)
Harriman Barrier	7,045,593	6,892,707	152,886	2.22
Permits, Stations 15-61	1,083,096	958,225	124,871	13.03
	253,079,886	248,653,212	4,426,674	1.78
Less Volume Discount	10,430,514	10,367,368	63,146	0.61
NET TOLLS	242,649,372	238,285,844	4,363,528	1.83
E-ZPass Fees	4,226,586	4,021,117	205,469	5.11
Toll by Mail Fees	15,663,937	18,319,852	(2,655,915)	(14.50)
Special Hauling	854,776	849,716	5,060	0.60
TOTAL TOLLS AND RELATED FEES	263,394,671	261,476,529	1,918,142	0.73
LEASE REVENUES				
Fiber Optics User Fees	2,720,128	2,573,445	146,683	5.70
Service Areas	1,959,202	1,452,883	506,319	34.85
TOTAL LEASE REVENUES (1)	4,679,330	4,026,328	653,002	16.22
OTHER REVENUES	548,560	1,025,657	(477,097)	(46.52)
TOTAL OPERATING REVENUES (2)	$ 268,622,561	$ 266,528,514	$ 2,094,047	0.79

(1) Note B.
(2) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH
NEW YORK STATE THRUWAY AUTHORITY

MONTH: April
YEAR: 2023

EXPENSES	PRESENT MONTH CURRENT YEAR	PRESENT MONTH PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 70,689,482	$ 73,964,793	$ (3,275,311)	(4.43)
Thruway Operating Expenses				
Administrative and General	911,191	929,521	(18,330)	(1.97)
Information Technology	911,560	818,107	93,453	11.42
Engineering Services	417,560	572,181	(154,621)	(27.02)
Maintenance & Operations				
Thruway Maintenance	6,007,808	5,730,283	277,525	4.84
Equipment Maintenance	3,107,183	2,622,019	485,164	18.50
Traffic and Services	845,186	817,078	28,108	3.44
Finance and Accounts	414,848	483,353	(68,505)	(14.17)
Revenue Management	8,157,596	8,665,132	(507,536)	(5.86)
General Charges Undistributed	8,452,879	8,249,518	203,361	2.47
Thruway Operating Expenses	29,225,811	28,887,192	338,619	1.17
State Police	5,411,841	5,095,109	316,732	6.22
Thruway and State Police Operating Expenses	34,637,652	33,982,301	655,351	1.93
Operating Income before Depreciation	36,051,830	39,982,492	(3,930,662)	(9.83)
Depreciation & Amortization	29,508,066	30,846,426	(1,338,360)	(4.34)
Operating Gain (Loss)	6,543,764	9,136,066	(2,592,302)	(28.37)
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	1,500	(1,500)	(100.00)
Interest on Investments & Leases (2)	4,872,095	295,281	4,576,814	-
Interest & Fee Expenses	(17,030,901)	(17,477,169)	446,268	(2.55)
Debt Issuance Costs	-	7,872	(7,872)	(100.00)
Disposal of Assets and Other	2,040,247	-	2,040,247	-
Net Non-Operating Revenue (Expenses)	(10,118,559)	(17,172,516)	7,053,957	(41.08)
Gain (Loss) before other Revenue, Expenses and Transfers	(3,574,795)	(8,036,450)	4,461,655	(55.52)
Capital Contributions	55,737	-	55,737	-
Change in Net Position	(3,519,058)	(8,036,450)	4,517,392	(56.21)
Net Position, Beginning Balance	417,622,747	571,740,009	(154,117,262)	(26.96)
Net Position, Ending Balance	$ 414,103,689	$ 563,703,559	$ (149,599,870)	(26.54)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note B.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE
NEW YORK STATE THRUWAY AUTHORITY

MONTH: April
YEAR: 2023

EXPENSES	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 268,622,561	$ 266,528,514	$ 2,094,047	0.79
Thruway Operating Expenses				
Administrative and General	3,623,533	3,430,985	192,548	5.61
Information Technology	4,104,452	10,859,604	(6,755,152)	(62.20)
Engineering Services	1,874,578	2,008,590	(134,012)	(6.67)
Maintenance & Operations				
Thruway Maintenance	32,554,656	33,800,504	(1,245,848)	(3.69)
Equipment Maintenance	11,846,076	10,744,700	1,101,376	10.25
Traffic and Services	4,060,536	3,440,158	620,378	18.03
Finance and Accounts	1,755,201	2,049,201	(294,000)	(14.35)
Revenue Management	30,597,709	33,193,213	(2,595,504)	(7.82)
General Charges Undistributed	34,785,490	33,425,741	1,359,749	4.07
Thruway Operating Expenses (2)	125,202,231	132,952,696	(7,750,465)	(5.83)
State Police	20,867,840	19,936,267	931,573	4.67
Thruway and State Police Operating Expenses	146,070,071	152,888,963	(6,818,892)	(4.46)
Operating Income before Depreciation	122,552,490	113,639,551	8,912,939	7.84
Depreciation & Amortization	116,975,936	124,197,577	(7,221,641)	(5.81)
Operating Gain (Loss)	5,576,554	(10,558,026)	16,134,580	(152.82)
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	1,500	(1,500)	(100.00)
Interest on Investments & Leases (3)	18,452,817	767,300	17,685,517	-
Interest & Fee Expenses	(68,124,651)	(70,096,177)	1,971,526	(2.81)
Debt Issuance Costs	-	(7,324)	7,324	(100.00)
Disposal of Assets and Other	2,230,132	(660)	2,230,792	-
Net Non-Operating Revenue (Expenses)	(47,441,702)	(69,335,361)	21,893,659	(31.58)
Gain (Loss) before other Revenue, Expenses and Transfers	(41,865,148)	(79,893,387)	38,028,239	(47.60)
Capital Contributions	238,799	128,934	109,865	85.21
Change in Net Position	(41,626,349)	(79,764,453)	38,138,104	(47.81)
Net Position, Beginning Balance	455,730,038	643,468,012	(187,737,974)	(29.18)
Net Position, Ending Balance	$ 414,103,689	$ 563,703,559	$ (149,599,870)	(26.54)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note C.
(3) Note B.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF April 30
YEAR 2023

	REVENUE FUND	OPERATING FUND	OAP OPERATING FUNDS	SENIOR DEBT SERVICE FUNDS
ASSETS				
Current and Non-Current Assets:				
Cash & cash equivalents	$ 382,740,217	$ 64,186,120	$ 302,105	$ 42,267,269
Investments	-	10,704,257	-	262,197,137
Interest receivable on investments	-	-	-	-
Accounts receivable, net	216,199,383	16,932,287	-	-
Due from other funds	-	10,709,945	-	-
Material and other inventory	-	25,830,079	-	-
Prepaid insurance and expenses	-	44,174,044	-	206,131
Total current and non-current assets	598,939,600	172,536,732	302,105	304,670,537
Capital Assets:				
Land & land improvements	-	-	-	-
Construction in progress	-	-	-	-
Thruway system	-	-	-	-
Equipment	-	-	-	-
Less: accumulated depreciation	-	-	-	-
Net capital assets	-	-	-	-
Total Assets	598,939,600	172,536,732	302,105	304,670,537
DEFERRED OUTFLOWS				
Loss on bond refundings	-	-	-	-
Asset Retirement Obligations	-	-	-	-
OPEB Resources	-	195,263,096	-	-
Pension Resources	-	84,289,960	-	-
Total Deferred Outflows	-	279,553,056	-	-
LIABILITIES				
Current Liabilities:				
Accounts payable and accrued expenses	148,154,289	59,026,535	-	-
Accrued wages and benefits	-	3,110,807	-	-
Due to other funds	161,180	-	-	-
Unearned revenue	134,979,765	-	-	-
Accrued interest payable	-	-	-	47,816,896
Current amount due on bonds, notes, and loans	-	-	-	-
Total Current Liabilities	283,295,234	62,137,342	-	47,816,896
Long-Term Liabilities:				
Accounts payable and accrued expenses	-	1,509,135,457	-	-
Accrued wages and benefits	-	15,083,500	-	-
General revenue bonds, net of unamortized premiums	-	-	-	-
General revenue JIO, net of unamortized premiums (1)	-	-	-	-
Loans payable	-	-	-	-
Total Long-Term Liabilities	-	1,524,218,957	-	-
Total Liabilities	283,295,234	1,586,356,299	-	47,816,896
DEFERRED INFLOWS				
Gain on bond refundings	-	-	-	-
Leases	164,314,267	-	-	-
OPEB Resources	-	29,483,991	-	-
Pension Resources	-	129,615,010	-	-
Total Deferred Inflows	164,314,267	159,099,001	-	-
NET POSITION				
Total Net Position	$ 151,330,099	$ (1,293,365,512)	$ 302,105	$ 256,853,641

(1) JIO - Junior Indebtedness Obligation.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF April 30
YEAR 2023

CONSTRUCTION FUND	RESERVE MAINTENANCE FUND	JUNIOR INDEBTEDNESS FUND	FACILITIES CAPITAL IMPROVEMENT FUND	GENERAL RESERVE FUND	TOTAL 2023	TOTAL 2022 (1)
$ 111,507,089	$ 230,140,170	$ 18,171,740	$ 5,620,562	$ 37,840,186	$ 892,775,458	$ 971,149,257
31,291,967	-	81,583,573	-	-	385,776,934	445,017,131
-	-	-	-	-	-	230,931
131,514	877,687	-	-	-	234,140,871	90,565,871
-	-	-	2,561,041	1,677,590	14,948,576	26,137,589
-	-	-	-	-	25,830,079	23,078,809
120,333	325,976	1,896,388	1,204,761	63,689	47,991,322	10,724,040
143,050,903	231,343,833	101,651,701	9,386,364	39,581,465	1,601,463,240	1,566,903,628
819,362,266	-	-	-	-	819,362,266	819,122,125
251,089,664	45,123,030	-	1,717,539	-	297,930,233	221,194,253
11,671,676,830	634,896,297	-	-	-	12,306,573,127	12,064,521,275
-	286,534,168	-	-	104,050	286,638,218	274,562,849
(5,832,438,802)	(427,294,293)	-	-	(32,760)	(6,259,765,855)	(5,933,494,729)
6,909,689,958	539,259,202	-	1,717,539	71,290	7,450,737,989	7,445,905,773
7,052,740,861	770,603,035	101,651,701	11,103,903	39,652,755	9,052,201,229	9,012,809,401
5,555,142	-	-	-	-	5,555,142	6,388,414
-	2,266,667	-	-	-	2,266,667	2,666,667
-	-	-	-	-	195,263,096	264,774,244
-	-	-	-	-	84,289,960	119,584,407
5,555,142	2,266,667	-	-	-	287,374,865	393,413,732
32,120,852	8,209	-	603,494	16,332,283	256,245,662	219,923,104
-	-	-	-	3,621	3,114,428	1,363,335
13,859,531	927,865	-	-	-	14,948,576	26,137,589
-	-	-	-	-	134,979,765	173,015,810
-	-	35,682,587	-	-	83,499,483	85,361,348
160,572,622	-	13,129,800	-	-	173,702,422	156,719,641
206,553,005	936,074	48,812,387	603,494	16,335,904	666,490,336	662,520,827
-	7,810,216	-	-	-	1,516,945,673	1,429,357,830
-	-	-	-	-	15,083,500	16,129,149
3,561,099,671	-	-	-	-	3,561,099,671	3,721,644,591
-	-	2,778,567,445	-	-	2,778,567,445	2,791,695,616
-	-	-	-	-	-	-
3,561,099,671	7,810,216	2,778,567,445	-	-	7,871,696,289	7,958,827,186
3,767,652,676	8,746,290	2,827,379,832	603,494	16,335,904	8,538,186,625	8,621,348,013
17,811,771	-	-	-	-	17,811,771	22,640,533
-	46,060,741	-	-	-	210,375,008	-
-	-	-	-	-	29,483,991	58,967,982
-	-	-	-	-	129,615,010	139,563,046
17,811,771	46,060,741	-	-	-	387,285,780	221,171,561
$ 3,272,831,556	$ 718,062,671	$ (2,725,728,131)	$ 10,500,409	$ 23,316,851	$ 414,103,689	$ 563,703,559

(1) Note B.

FUNDS AVAILABLE FOR TRANSFER - MONTH

NEW YORK STATE THRUWAY AUTHORITY

MONTH: April

YEAR: 2023

	PRESENT MONTH	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 75,460,899	$ 74,013,337
Adjustment to Cash Basis	(350,840)	614,600
AVAILABLE REVENUE	75,110,059	74,627,937
Transfer to:		
Thruway Operating Fund (1)	29,203,743	29,060,692
Debt Service - Senior General Revenue Bonds	21,072,044	20,369,454
Reserve Maintenance Fund	5,000,000	10,304,537
Debt Service - General Revenue Junior Indebtedness Obligations	9,060,321	3,893,254
Facilities Capital Improvement Fund	-	1,000,000
General Reserve Fund	10,773,951	10,000,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $4,351, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of $17,717, which is funded via transfers to the Environmental Remediation Reserve.

FUNDS AVAILABLE FOR TRANSFER - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: April

YEAR: 2023

	YEAR-TO-DATE	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 281,535,848	$ 266,601,444
Adjustment to Cash Basis	1,497,331	5,541,528
AVAILABLE REVENUE	283,033,179	272,142,972
Transfer to:		
Thruway Operating Fund (1)	125,163,428	133,127,257
Debt Service - Senior General Revenue Bonds	84,288,175	81,477,814
Reserve Maintenance Fund	17,738,205	25,464,885
Debt Service - General Revenue Junior Indebtedness Obligations	36,241,283	15,573,016
Facilities Capital Improvement Fund	-	1,000,000
General Reserve Fund	19,602,088	15,500,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $15,603, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of $23,200, which is funded via transfers to the Environmental Remediation Reserve.

DEBT SERVICE
NEW YORK STATE THRUWAY AUTHORITY

AS OF April
YEAR 2023

BONDS & NOTES	OUTSTANDING PRINCIPAL	CURRENT YEAR ACCRUAL REQUIREMENTS	CURRENT MONTH ACCRUALS	ACCRUALS YEAR TO DATE	PAYMENTS YEAR TO DATE
GENERAL REVENUE BONDS					
Principal					
Series J	$ 560,055,000	$ 42,090,000	$ 3,507,500	$ 14,030,000	$ 16,940,000
Series K	629,375,000	30,860,000	2,571,667	10,286,667	29,395,000
Series L	401,960,000	35,675,000	2,972,917	11,891,667	57,245,000
Series M	857,625,000	17,920,000	1,493,333	5,973,333	-
Series N	450,000,000	-	-	-	-
Series O	540,090,000	-	-	-	9,390,000
Total Principal	3,439,105,000	126,545,000	10,545,417	42,181,667	112,970,000
Interest					
Series J	January 1 & July 1	$ 27,054,700	$ 2,254,558	$ 9,018,233	$ 13,900,850
Series K	January 1 & July 1	31,018,938	2,584,912	10,339,646	16,240,569
Series L	January 1 & July 1	19,062,113	1,588,509	6,354,038	10,951,031
Series M	January 1 & July 1	26,266,236	2,188,853	8,755,412	13,133,118
Series N	January 1 & July 1	18,585,000	1,548,750	6,195,000	9,292,500
Series O	January 1 & July 1	21,463,700	1,788,642	7,154,567	10,966,600
Total Interest		143,450,687	11,954,224	47,816,896	74,484,668
TOTAL GENERAL REVENUE BONDS	$ 3,439,105,000	$ 269,995,687	$ 22,499,641	$ 89,998,562	$ 187,454,668
GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS					
Principal					
Series 2016A	$ 849,250,000	$ 250,000	$ 20,833	$ 83,333	$ 250,000
Series 2019B	1,690,435,000	1,200,000	100,000	400,000	1,140,000
Total Principal	2,539,685,000	1,450,000	120,833	483,333	1,390,000
Interest					
Series 2016A	January 1 & July 1	40,922,250	3,391,347	13,565,387	20,466,125
Series 2019B	January 1 & July 1	66,351,600	5,529,300	22,117,200	33,204,300
Total Interest		107,273,850	8,920,647	35,682,587	53,670,425
TOTAL GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS 2016A & 2019B	$ 2,539,685,000	$ 108,723,850	$ 9,041,480	$ 36,165,920	$ 55,060,425

COMPARATIVE SUMMARY STATEMENT OF DEPARTMENT
OPERATING EXPENSES AND BUDGET
NEW YORK STATE THRUWAY AUTHORITY

MONTH: April
YEAR: 2023

DEPARTMENT OR OFFICE	EXPENSES		ANNUAL BUDGETED AMOUNT (1)	ANNUAL BUDGETED BALANCE	% OF YEAR TO DATE EXPENSE TO ANNUAL BUDGET (2)	
	CURRENT MONTH	YEAR TO DATE				
BOARD AND EXECUTIVE	$ 27,606	$ 136,001	$ 1,233,944	$ 1,097,943	11.02	
PROCUREMENT SERVICES	168,704	660,736	2,480,002	1,819,266	26.64	
MEDIA RELATIONS & COMMUNICATIONS	47,145	178,283	550,585	372,302	32.38	
STRATEGIC EXCELLENCE	53,538	206,899	863,515	656,616	23.96	
LEGAL	208,605	771,715	2,541,492	1,769,777	30.36	
AUDIT & MANAGEMENT SERVICES	42,742	171,631	801,596	629,965	21.41	
ADMINISTRATIVE SERVICES	362,851	1,498,268	5,935,516	4,437,248	25.24	
INFORMATION TECHNOLOGY	911,560	4,104,452	30,743,527	26,639,075	13.35	
ENGINEERING SERVICES	417,560	1,874,578	7,023,132	5,148,554	26.69	
MAINTENANCE & OPERATIONS					31.91	
Thruway Maintenance	6,007,808	32,554,656	101,399,317	68,844,661	32.11	
Equipment Maintenance	3,107,183	11,846,076	37,052,451	25,206,375	31.97	
Traffic and Services	845,186	4,060,536	13,435,087	9,374,551	30.22	
FINANCE AND ACCOUNTS	414,848	1,755,201	6,803,961	5,048,760	25.80	
REVENUE MANAGEMENT	8,157,596	30,597,709	85,821,613	55,223,904	35.65	(3)
SUBTOTAL	20,772,932	90,416,741	296,685,738	206,268,997	30.48	
GENERAL CHARGES UNDISTRIBUTED	8,452,879	34,785,490	100,808,840	66,023,350	34.51	(3)
TOTAL DEPARTMENTAL EXPENSES (4)	29,225,811	125,202,231	397,494,578	272,292,347	31.50	
ADJUSTMENT FOR CLAIMS, ENVIRONMENTAL REMEDIATION & OTHER PROVISIONS	(22,068)	(38,803)	-	38,803	-	
FEDERAL AND OTHER REIMBURSEMENTS	-	-	-	-	-	
TOTAL FUNDED THRUWAY OPERATING EXPENSES AND PROVISIONS	29,203,743	125,163,428	$ 397,494,578	$ 272,331,150	31.49	
TOTAL THRUWAY OPERATING EXPENSES AND PROVISIONS	$ 29,203,743	$ 125,163,428				

(1) Total Annual Budgeted Amount includes Resolutions through Board Meeting Number 757 held on March 27, 2023.
(2) Normal Expense Percentage through this month is 33.33%.
(3) Note D.
(4) Note C.

CAPITAL PROGRAM SUMMARY

NEW YORK STATE THRUWAY AUTHORITY

MONTH: April
YEAR: 2023

Funded From	Reserve Maintenance Fund	General Reserve Fund	Facilities Capital Improvement Fund (1)	Construction Fund (2)	
	Capital Projects and Equipment	State Police	Governor Mario M. Cuomo Bridge	Capital Projects	Summary Totals
Beginning Balances	$ 185,663,559	$ 48,327,404	$ 5,392,046	$ 170,071,845	$ 409,454,854
Receipts					
Provisions (3)	$ 17,738,205	$ 19,602,088	$ -	N/A	$ 37,340,293
Net Proceeds from Bond Issuance	-	-	-	-	-
Auction/Settlement Proceeds	7,885	N/A	N/A	-	7,885
Interest Earnings	N/A	N/A	-	2,311,995	2,311,995
Federal and Other Aid	238,799	-	-	-	238,799
Total	$ 17,984,889	$ 19,602,088	$ -	$ 2,311,995	$ 39,898,972
Capital Expenditures					
January	$ 3,260,419	$ -	$ 51,070	$ 9,800,537	$ 13,112,026
February	4,725,945	-	678,817	4,376,409	9,781,171
March	3,217,148	-	609,254	8,019,427	11,845,829
April	2,465,545	-	250,165	10,844,142	13,559,852
May	-	-	-	-	-
June	-	-	-	-	-
July	-	-	-	-	-
August	-	-	-	-	-
September	-	-	-	-	-
October	-	-	-	-	-
November	-	-	-	-	-
December	-	-	-	-	-
Subtotal	$ 13,669,057	$ -	$ 1,589,306	$ 33,040,515	$ 48,298,878
State Police Operating Expense	N/A	20,867,840	N/A	N/A	20,867,840
Interest Expense	N/A	-	-	N/A	-
Total	$ 13,669,057	$ 20,867,840	$ 1,589,306	$ 33,040,515	$ 69,166,718
Adjustments to Cash Basis					
Transfers to and from other funds	$ 42,068,086	$ (8,652,757)	$ 1,790,569	$ 3,455,731	$ 38,661,629
Change in Receivables and Payables	(1,907,307)	(568,709)	27,253	-	(2,448,763)
Total	$ 40,160,779	$ (9,221,466)	$ 1,817,822	$ 3,455,731	$ 36,212,866
Ending Balances	$ 230,140,170	$ 37,840,186	$ 5,620,562	$ 142,799,056	$ 416,399,974
Budgeted					
Provisions	$ 66,986,527	$ 69,095,972	$ -	N/A	$ 136,082,499
Expenditures	$ 91,986,527	$ 189,038	$ 45,000,000	$ 275,603,580	$ 412,779,145

(1) The Facilities Capital Improvement Fund includes funds to pay Governor Mario M. Cuomo Bridge project costs. These project costs are detailed on page 12.
(2) The Construction Fund is used to account for proceeds from the issuance of General Revenue Bonds. It includes funds to pay Capital Program costs, as well as interest and issuance costs on the General Revenue Bonds, Series O.
(3) See page 8.

	Monthly	Year-to-Date	Life-to-Date
Funding Sources:			
Thruway Revenues	$ 250,165	$ 1,589,306	$ 127,107,960
Debt Proceeds	-	-	2,492,259,475
State of New York	-	-	1,200,000,000
NYSDOT	-	-	33,157,570
MTA	-	-	35,511,512
Other	-	-	1,561,452
Total Funding Sources	$ 250,165	$ 1,589,306	$ 3,889,597,969
Expenditures: (1)			
Pre-Design-Build	$ -	$ -	$ 152,801,305
Design-Build:			
Design-Build Contract	$ -	$ -	$ 3,446,457,071
Construction Contracts	181,681	181,681	54,365,498
Engineering Agreements	-	1,105,746	165,601,324
Financial & Legal Agreements	3,566	15,321	4,845,555
Governmental Support Services	-	-	4,368,858
Community Benefit	-	-	9,724,598
Thruway Staff	64,918	286,558	46,645,502
Real Property Acquisitions	-	-	2,727,295
Other	-	-	2,060,963
Total Design-Build	$ 250,165	$ 1,589,306	$ 3,736,796,664
Total Expenditures	$ 250,165	$ 1,589,306	$ 3,889,597,969

(1) Capitalized interest costs and costs associated with work performed, but not yet paid for, are excluded from this page.

GROSS SALES OF RESTAURANTS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: April
Year: 2023

GROSS SALES (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
EMPIRE STATE THRUWAY PARTNERS, LLC							
Ardsley	$ -	$ -	-	$ -	$ -	$ -	-
Sloatsburg	621,109	569,848	9.00	2,140,624	1,760,281	380,343	21.61
Plattekill	-	-	-	-	-	-	-
Ulster	519,864	495,518	4.91	1,937,354	1,796,025	141,329	7.87
New Baltimore	-	-	-	-	-	-	-
Pattersonville	323,799	357,811	(9.51)	1,113,659	1,060,983	52,676	4.96
Indian Castle	513,836	-	-	1,667,693	-	1,667,693	-
Iroquois	674,142	-	-	1,399,861	-	1,399,861	-
Oneida	-	275,505	(100.00)	-	858,400	(858,400)	(100.00)
Chittenango	480,611	-	-	1,761,160	-	1,761,160	-
Junius Ponds	578,937	-	-	1,833,203	-	1,833,203	-
Clifton Springs	707,896	-	-	753,891	-	753,891	-
Seneca	-	189,630	(100.00)	-	607,358	(607,358)	(100.00)
Scottsville	295,647	300,805	(1.71)	993,339	927,012	66,327	7.15
Pembroke	-	-	-	-	-	-	-
Clarence	-	-	-	-	-	-	-
TOTAL SALES	$ 4,715,841	$ 2,189,117	115.42	$ 13,600,784	$ 7,010,059	$ 6,590,725	94.02
EMPIRE STATE THRUWAY PARTNERS, LLC/McDONALD'S CORPORATION							
Ramapo	$ -	$ 352,766	(100.00)	$ -	$ 1,186,884	$ (1,186,884)	(100.00)
Modena	157,564	428,071	(63.19)	568,718	1,663,038	(1,094,320)	(65.80)
Malden	216,410	533,593	(59.44)	868,313	2,036,524	(1,168,211)	(57.36)
Guilderland	78,644	181,842	(56.75)	251,149	597,258	(346,109)	(57.95)
Mohawk	55,127	236,492	(76.69)	179,144	771,830	(592,686)	(76.79)
Schuyler	-	260,879	(100.00)	77,517	852,752	(775,235)	(90.91)
DeWitt	91,670	136,397	(32.79)	279,469	463,845	(184,376)	(39.75)
Warners	-	338,672	(100.00)	-	1,079,115	(1,079,115)	(100.00)
Port Byron	-	299,560	(100.00)	151,846	978,625	(826,779)	(84.48)
Ontario	123,028	238,002	(48.31)	398,511	752,901	(354,390)	(47.07)
Angola	152,749	543,930	(71.92)	454,428	1,650,071	(1,195,643)	(72.46)
TOTAL SALES	$ 875,192	$ 3,550,204	(75.35)	$ 3,229,095	$ 12,032,843	$ (8,803,748)	(73.16)
GRAND TOTALS							
SALES	$ 5,591,035	$ 5,739,321	(2.58)	$ 16,829,879	$ 19,042,901	$ (2,213,023)	(11.62)

(1) Note E.

GALLONS OF MOTOR FUEL DELIVERED TO GAS STATIONS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: April
Year: 2023

GALLONS OF MOTOR FUEL (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
SUNOCO, INC.							
Ardsley	89,076	546,705	(83.71)	297,850	804,444	(506,594)	(62.97)
Ramapo	153,840	628,824	(75.54)	596,790	1,181,479	(584,689)	(49.49)
Sloatsburg	249,387	756,786	(67.05)	864,531	1,358,919	(494,388)	(36.38)
Modena	169,219	584,934	(71.07)	679,811	1,142,346	(462,535)	(40.49)
Plattekill	154,709	497,730	(68.92)	549,491	907,391	(357,900)	(39.44)
Ulster	221,453	883,554	(74.94)	912,623	1,552,807	(640,184)	(41.23)
Oneida	77,751	617,184	(87.40)	300,880	1,016,285	(715,405)	(70.39)
Chittenango	183,781	346,613	(46.98)	676,110	594,671	81,439	13.69
DeWitt	114,734	331,234	(65.36)	342,749	539,134	(196,385)	(36.43)
Junius Ponds	209,958	239,837	(12.46)	702,807	482,688	220,119	45.60
Clifton Springs	215,262	263,810	(18.40)	473,861	530,004	(56,143)	(10.59)
Ontario	137,804	408,169	(66.24)	508,941	749,319	(240,378)	(32.08)
Pembroke	132,011	276,948	(52.33)	398,816	570,432	(171,616)	(30.09)
Clarence	131,486	346,373	(62.04)	377,082	650,347	(273,265)	(42.02)
Angola E	204,855	568,498	(63.97)	549,528	944,495	(394,967)	(41.82)
Angola W	157,336	653,701	(75.93)	484,554	1,018,503	(533,949)	(52.42)
TOTAL GALLONS	2,602,662	7,950,900	(67.27)	8,716,424	14,043,264	(5,326,840)	(37.93)
DUNNE-MANNING, INC							
Malden	170,219	250,441	(32.03)	735,656	868,367	(132,711)	(15.28)
New Baltimore	168,899	157,168	7.46	628,671	604,764	23,907	3.95
Guilderland	122,922	154,719	(20.55)	438,032	501,779	(63,747)	(12.70)
Pattersonville	193,168	221,107	(12.64)	660,727	706,530	(45,803)	(6.48)
Mohawk	86,712	142,914	(39.33)	323,973	509,895	(185,922)	(36.46)
Indian Castle	205,388	81,812	151.05	675,416	320,478	354,938	110.75
Iroquois	182,758	75,908	140.76	510,561	322,874	187,687	58.13
Schuyler	43,205	156,970	(72.48)	251,927	519,516	(267,589)	(51.51)
Warners	91,151	207,999	(56.18)	373,844	724,847	(351,003)	(48.42)
Port Byron	80,999	149,999	(46.00)	401,495	559,443	(157,948)	(28.23)
Seneca	65,486	155,952	(58.01)	251,441	538,103	(286,662)	(53.27)
Scottsville	170,450	164,452	3.65	561,725	553,102	8,623	1.56
TOTAL GALLONS	1,581,357	1,919,441	(17.61)	5,813,468	6,729,698	(916,230)	(13.61)
GRAND TOTALS							
GALLONS	4,184,019	9,870,341	(57.61)	14,529,892	20,772,962	(6,243,070)	(30.05)

(1) The closure of certain service area restaurant locations has negatively impacted gallons delivered to the gas stations at those locations.

See Note E for additional information.

LEASE REVENUES (1)
NEW YORK STATE THRUWAY AUTHORITY

Month: April
Year: 2023

Leasee Lease Number - Lease Term	CURRENT YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	PREVIOUS YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	Change in Total Revenue	% of Change
FIBER OPTIC USER AGREEMENTS/SHORT-TERM USE PERMITS								
Crown Castle Fiber LLC X010623 - 9/30/22-9/29/45	$ 13,486	$ -	$ 13,486	$ -	$ -	$ -	$ 13,486	-
FirstLight Fiber, Inc. X010629 - 10/11/22-10/10/42	30,480	22,026	52,506	-	-	-	52,506	-
Level 3 Communications, LLC X010619 - 2/18/22-2/17/42	1,337,038	401,384	1,738,422	995,140	-	995,140	743,282	74.69
Level 3 Communications, LLC X010620 - 3/23/22-3/22/27	234,424	7,145	241,569	117,171	-	117,171	124,398	106.17
MCI Communications LLC X010624 - 11/22/22-11/21/25	70,368	1,682	72,050	-	-	-	72,050	-
MCI Communications LLC X010625 - 12/20/22-12/19/32	411,583	122,999	534,582	-	-	-	534,582	-
Power Authority of the State of New York X010566 - 11/2/21-11/2/41	59,959	22,742	82,701	64,448	-	64,448	18,253	28.32
PEG Bandwidth NY Telephone Corp. X010628 - 7/20/22-7/20/42	36,179	21,464	57,643	-	-	-	57,643	-
PEG Bandwidth NY Telephone Corp. X010675 - 8/3/22-8/2/27	110,418	14,323	124,741	-	-	-	124,741	-
QCSTelecom, Inc. X010630 - 2/18/22-2/17/42	28,847	12,664	41,511	21,351	-	21,351	20,160	94.42
Rogers Telecom (US) Inc. X010627 - 9/30/22-9/29/42	358,003	245,952	603,955	-	-	-	603,955	-
Zayo Group LLC X010622 - 2/18/22-2/17/42	29,343	2,558	31,901	21,966	-	21,966	9,935	45.23
Short-term User Permits (2)				1,353,369	-	1,353,369	(1,353,369)	(100.00)
Total	$ 2,720,128	$ 874,939	$ 3,595,067	$ 2,573,445	$ -	$ 2,573,445	$ 1,021,622	39.70
PUBLIC-PRIVATE PARTNERSHIP/LEASES - SERVICE AREA RESTAURANTS								
Empire State Thruway Partners, LLC X010535 - 3/30/21-6/30/54								
Rent provisions	$ 311,870	$ 302,037	$ 613,907	$ -	$ -	$ -	$ 613,907	-
Investment in new Service Areas	387,369	-	387,369	-	-	-	387,369	-
McDonald's Corporation (3) X197808 - 10/1/91-12/31/22	132,614	-	132,614	721,970	-	721,970	(589,356)	(81.63)
Total	$ 831,853	$ 302,037	$ 1,133,890	$ 721,970	$ -	$ 721,970	$ 411,920	57.06
FUEL STATION LEASES								
Sunoco, Inc. X100845 - 4/1/07-3/31/27	$ 424,019	$ 39,162	$ 463,181	$ 382,645	$ -	$ 382,645	$ 80,536	21.05
Dunne-Manning, Inc. X100844 - 4/1/07-3/31/27	703,330	77,369	780,699	348,268	-	348,268	432,431	124.17
Total	$ 1,127,349	$ 116,531	$ 1,243,880	$ 730,913	$ -	$ 730,913	$ 512,967	70.18
Total Fiber Optic User Fees	$ 2,720,128	$ 874,939	$ 3,595,067	$ 2,573,445	$ -	$ 2,573,445	$ 1,021,622	39.70
Total Service Areas	$ 1,959,202	$ 418,568	$ 2,377,770	$ 1,452,883	$ -	$ 1,452,883	$ 924,887	63.66
GRAND TOTALS	$ 4,679,330	$ 1,293,507	$ 5,972,837	$ 4,026,328	$ -	$ 4,026,328	$ 1,946,509	48.34

(1) Note B.

(2) Prior to entering long-term user agreements for the fiber optic system the Authority entered into short-term permits with users.

(3) 2023 lease revenue is comprised of an adjustment for minimum amounts guaranteed for prior years though December 31, 2022.

NOTE A - TOTAL REVENUES (pages 1 & 2):

Total revenues for the month are $70,689,482, a decrease of $3,275,311 or 4.43%. Toll revenues for the month are $64,321,308, a decrease of $2,455,387 or 3.68%. The decrease in toll revenues is attributable to a decline in commercial traffic. Tolls by Mail fees decreased $819,539 due to the timing of payments and a special settlement offer that occurred in the beginning of 2022.

Total revenues year-to-date are $268,622,561, an increase of $2,094,047 or 0.79%. Toll revenues year-to-date are $242,649,372, an increase of $4,363,528 or 1.83%. Year-to-date passenger revenues increased $9,832,331 or 8.31% and commercial revenues decreased $5,468,803 or 4.56%.

NOTE B - GASB 87, LEASES AND GASB 94, PUBLIC-PRIVATE PARTNERSHIPS (pages 1, 2, 3, 4, 6 & 15):

Effective December 2022 the Authority adopted GASB Statement No. 87, Leases and GASB Statement 94, Public-Private Partnerships. The primary objective of these statements is to enhance the relevance and consistency of information about governments' leasing activities. The statements establish a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset.

Under GASB 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources for obligations and/or revenues that are fixed in nature.

Under GASB 94, if a government is a lessor in a public-private partnership that requires a leasee to make a significant capital investment to construct assets on behalf of a lessor, the lessor is required to recognize the capital assets at the time they are placed in service with a corresponding deferred inflow equal to the amount invested by a leasee. In addition, a lessor is required to recognize a lease receivable and a deferred inflow of resources for revenues that are fixed in nature.

As of April 30, 2023, the Authority is the lessee on several office space and communication tower leases with remaining terms of 1 to 9 years; and is the lessor on the agreements detailed on Page 15.

In addition, the Authority is the lessor in a public-private partnership agreement for the design, construction, finance, operation and maintenance of the Authority’s 27 Service Areas. This agreement is subject to GASB 94. Additional information can be found on Page 15 and Note E.

April 2022 results have not been restated to comply with these accounting standards.

NOTE C - TOTAL DEPARTMENTAL OPERATING EXPENSES (pages 4 & 10):

For the year, Departmental Operating Expenses are $125,202,231, a decrease of $7,750,465 or 5.83% compared with April 2022.

The decrease is primarily due to lower costs associated with prior year marketing fees related to the fiber optic system, snow and ice control, and Tolls by Mail administration. These decreases were partially offset by higher costs associated with health insurance and special contracts for the Auto Work Zone Safety Program.

A comparison of General Charges Undistributed for the year is as follows:

	YTD 2023	YTD 2022	CHANGE
Pensions - Funded	$ 6,000,000	$ 6,000,000	$ -
Health Insurance - Retirees - Funded	12,092,980	11,239,494	853,486
Health Insurance - Active Employees	9,590,319	8,912,772	677,547
Employee Benefit Fund	1,857,003	1,880,501	(23,498)
Social Security	3,201,830	3,236,288	(34,458)
Compensation Insurance	2,400,338	2,400,390	(52)
Unemployment Insurance	12,839	89,930	(77,091)
Survivor's Benefits	24,000	9,000	15,000
Benefits Allocated to Other Funds	(2,519,485)	(2,428,033)	(91,452)
Insurance Premiums	1,502,178	1,373,417	128,761
Claims and Indemnity Expense	15,603	(168,895)	184,498
Reimbursement to Civil Service	161,666	161,666	-
Professional Services	16,230	112,608	(96,378)
Lease Expense	132,075	-	132,075
Environmental Expense	127,955	95,614	32,341
Net Remediation Expense	23,200	(7,166)	30,366
Other	146,759	518,155	(371,396)
Totals	$ 34,785,490	$ 33,425,741	$ 1,359,749

NOTE D - DEPARTMENTAL OPERATING EXPENSES AND BUDGET (page 10):

The following Departmental Operating Expenses exceeded the normal year-to-date expenditure percentage of 33.33%:

Revenue Management
The overrun of 2.32% is predominantly due to the timing of reimbursement of E-ZPass and Tolls by Mail administrative costs.

Undistributed Charges
The overrun of 1.18% is due to higher than budgeted Health Insurance costs.

NOTE E - SERVICE AREAS (pages 13, 14 & 16):

In January 2021 the Authority entered into a 33-year agreement with Empire State Thruway Partners, LLC (Empire) for the design, construction, finance, operation, and maintenance of the Authority's 27 Service Areas. Empire will rebuild 23 of the 27 service area restaurant buildings and perform significant renovations to the remaining four. Empire's initial investment to rebuild and renovate the service areas is estimated to be $300 million. Additionally, over the life of the agreement Empire will invest another $99 million into future renovations and improvements.

The initial construction work will occur in two phases as detailed below. Phase 1 began in July 2021 when Empire assumed control of 16 service areas previously operated by HMSHost Corporation and Delaware North Corporation. Phase 2 began in January 2023 when Empire assumed control of the remaining 11 service areas that were operated by McDonald's Corporation until December 2022.

Commencing with the reopening of each new restaurant building, the agreement requires Empire to pay rent calculated as a percentage of gross sales, subject to a guaranteed annual minimum per location. In addition, the agreement has ancillary rent provisions tied to the operation of commercial vehicle fueling stations at 5 of the service areas and advertising opportunities at all service areas. Sales generated by Empire during the operation of a restaurant prior to reconstruction (interim operations) are not subject to rent provisions. Over the life of the agreement, base rent calculated as a percentage of sales is forecasted to be $85 million, of which $51 million is guaranteed.

	Service Area	Status	Anticipated/Actual Re-Opening
Phase 1			
	Indian Castle	Re-opened	August 26, 2022
	Chittenango	Re-opened	September 12, 2022
	Junius Ponds	Re-opened	October 6, 2022
	Iroquois	Re-opened	February 14, 2023
	Clifton Springs	Re-opened	March 30, 2023
	Plattekill	Re-opened	May 3, 2023
	Ardsley	Under Construction	Quarter 2 2023
	New Baltimore	Under Construction	Quarter 2 2023
	Pembroke	Under Construction	Quarter 2 2023
	Clarence	Under Construction	Quarter 2 2023
	Oneida	Interim Operations	Quarter 4 2023
	Seneca	Interim Operations	Quarter 3 2023
	Sloatsburg	Interim Operations	Quarter 4 2023
	Pattersonville	Interim Operations	Quarter 1 2024
	Ulster	Interim Operations	Quarter 3 2024
	Scottsville	Interim Operations	Quarter 1 2024
Phase 2			
	Schuyler	Under Construction	Quarter 3 2023
	Port Byron	Interim Operations	Quarter 4 2023
	Warners	Under Construction	Quarter 1 2024
	Ramapo	Under Construction	Quarter 2 2024
	Malden	Interim Operations	Quarter 1 2024
	Guilderland	Interim Operations	Quarter 1 2024
	Angola	Interim Operations	Quarter 3 2024
	Ontario	Interim Operations	Quarter 1 2024
	Dewitt	Interim Operations	Quarter 3 2024
	Mohawk	Interim Operations	Quarter 4 2024
	Modena	Interim Operations	Quarter 3 2025



NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

Monthly Financial Report

April 2023
Supplement



Operating Results

Operating Expenses

Category	Year-To-Date 2022	2023	Change	Percent Change
Thruway Operating Expenses				
Admin and General	$3,430,985	$3,623,533	$192,548	5.6%
Information Technology	10,859,604	4,104,452	(6,755,152)	-62.2%
Engineering Services	2,008,590	1,874,578	(134,012)	-6.7%
Maintenance & Operations				
Thruway Maintenance	33,800,504	32,554,656	(1,245,848)	-3.7%
Equipment Maintenance	10,744,700	11,846,076	1,101,376	10.3%
Traffic and Services	3,440,158	4,060,536	620,378	18.0%
Finance and Accounts	2,049,201	1,755,201	(294,000)	-14.3%
Revenue Management	33,193,213	30,597,709	(2,595,504)	-7.8%
General Charges *	33,425,741	34,785,490	1,359,749	4.1%
Total Thruway Operating	$132,952,696	$125,202,231	($7,750,465)	-5.8%
Other Operating Expenses				
State Police**	$19,936,267	$20,867,840	$931,573	4.7%
Total Other Operating Expenses	$19,936,267	$20,867,840	931,573	4.7%
Total Operating Expenses	$152,888,963	$146,070,071	($6,818,892)	-4.5%
** Includes changes relative to unfunded OPEB and Pension Adjustment and are as follows:*				
Pension Contributions	*$6,000,000*	*$6,000,000*	*$0*	*0.0%*
Pension Adjustment LT liability and deferred Pension resources	*0*	*$0*	*$0*	*-*
Unfunded Retiree Health Insur. & Other Benefits	*0*	*0*	*0*	*-*
Funded Health Insurance & Other Benefits	*22,032,767*	*23,540,302*	*1,507,535*	*6.8%*
Social Security	*3,236,288*	*3,201,830*	*(34,458)*	*-1.1%*
Workers' Compensation Insurance	*2,400,390*	*2,400,338*	*(52)*	*0.0%*
Other General Charges	*(243,704)*	*(356,980)*	*(113,276)*	*46.5%*
Total General Charges	*$33,425,741*	*$34,785,490*	*$1,359,749*	*4.1%*

*** Reflects the State Police expenses that the Authority reimburses the State as part of the 2016/17 Approved State Budget as of 4/1/2016. This includes reimbursement for purchase of vehicles and equipment.*

Operating Revenues

Category	Year-To-Date 2022	2023	Change	Percent Change
Toll Revenue	$238,285,844	$242,649,372	$4,363,528	1.8%
Passenger Revenue	118,273,499	128,105,830	9,832,331	8.3%
Commercial Revenue	120,012,345	114,543,542	(5,468,803)	-4.6%
Toll Related Fees	23,190,685	20,745,299	(2,445,386)	-10.5%
E-ZPass Fees	4,021,117	4,226,586	205,469	5.1%
Toll by Mail Fees	18,319,852	15,663,937	(2,655,915)	-14.5%
Special Hauling	849,716	854,776	5,060	0.6%
Lease Revenues	4,026,328	4,679,330	653,002	16.2%
Fiber Optic User Fees	2,573,445	2,720,128	146,683	5.7%
Service Areas	1,452,883	1,959,202	506,319	34.8%
Other Revenues	1,025,657	548,560	(477,097)	-46.5%
Total Operating Revenue	$266,528,514	$268,622,561	$2,094,047	0.8%

**** Toll by Mail fee's are from the All Electronic Toll Collection operation at the Gov. Mario M. Cuomo Bridge Barrier that started April 2016 and for the North & South Grand Island Bridge Barriers in March 2018, Harriman 2018, Yonkers November 2018, New Rochelle*

Operating Budget vs. Actual

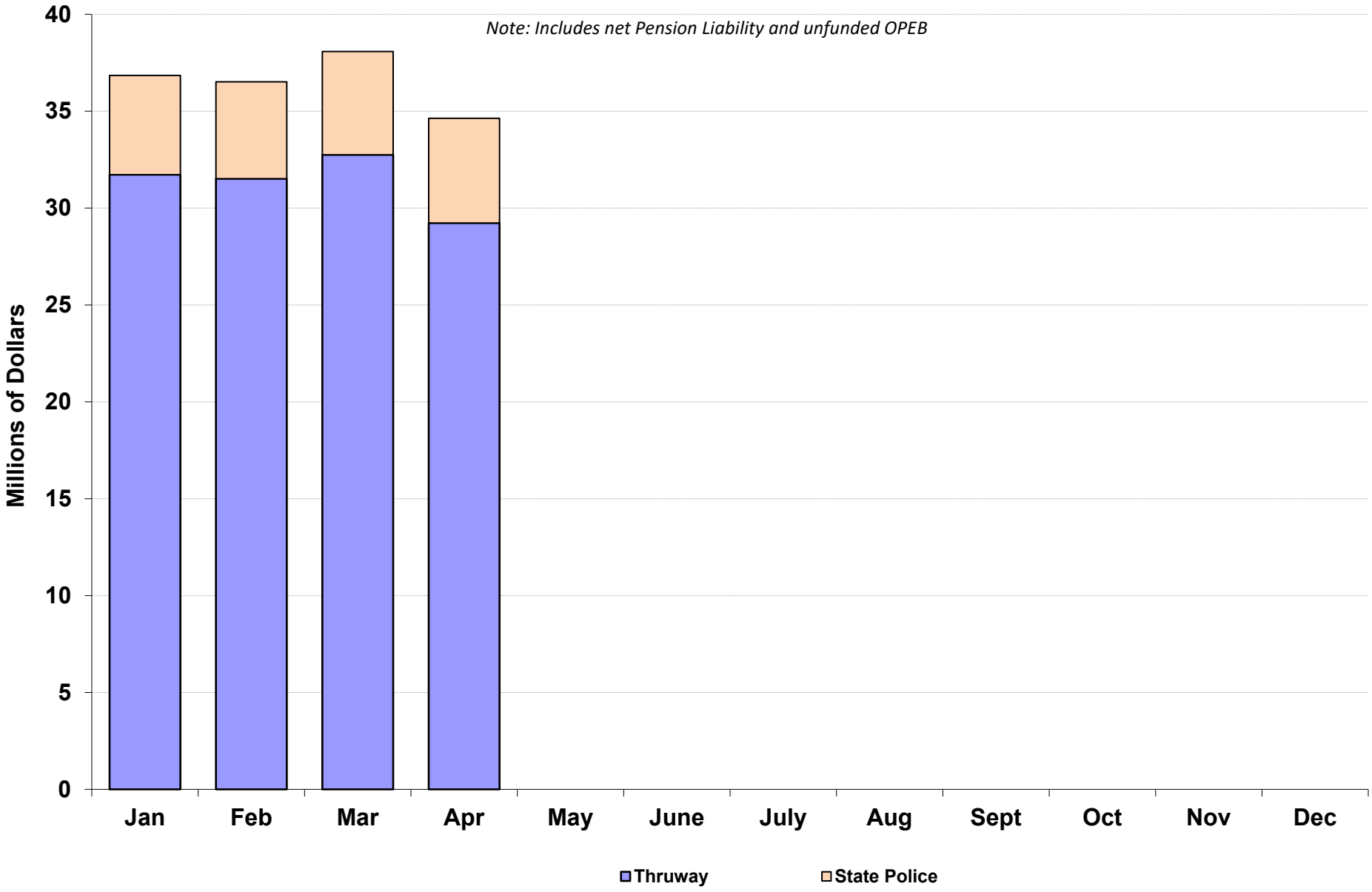
	Year-To-Date			
	2023 Budget	Actual	Difference	Percent Difference
Total Operating Expenses:				
Thruway Operating Expenses *	132,164,859	$125,163,428	($7,001,431)	-5.3%
Claims, Envir. Reserves	333,333	0	(333,333)	-100.0%
Other Operating Expenses- State Police **	22,968,978	20,867,840	(2,101,138)	-9.1%
Total Operating Expenses	$155,467,171	$146,031,268	($9,435,903)	-6.1%
Total Operating Revenues:				
Net Toll Revenue ***	$232,575,004	$242,649,372	$10,074,368	4.3%
Toll Related Fees	20,810,959	$20,745,299	(65,660)	-0.3%
Lease Revenues	4,716,667	$4,679,330	(37,337)	-0.8%
Other Revenues	3,806,667	$13,461,847	9,655,180	253.6%
Total Operating Revenue	$261,909,296	$281,535,848	$19,626,552	7.5%

** Excludes unfunded OPEB and adjustment of net Pension liability and changes in Inflows/outflows adopted in 2015 in accordance with GASB 68.*

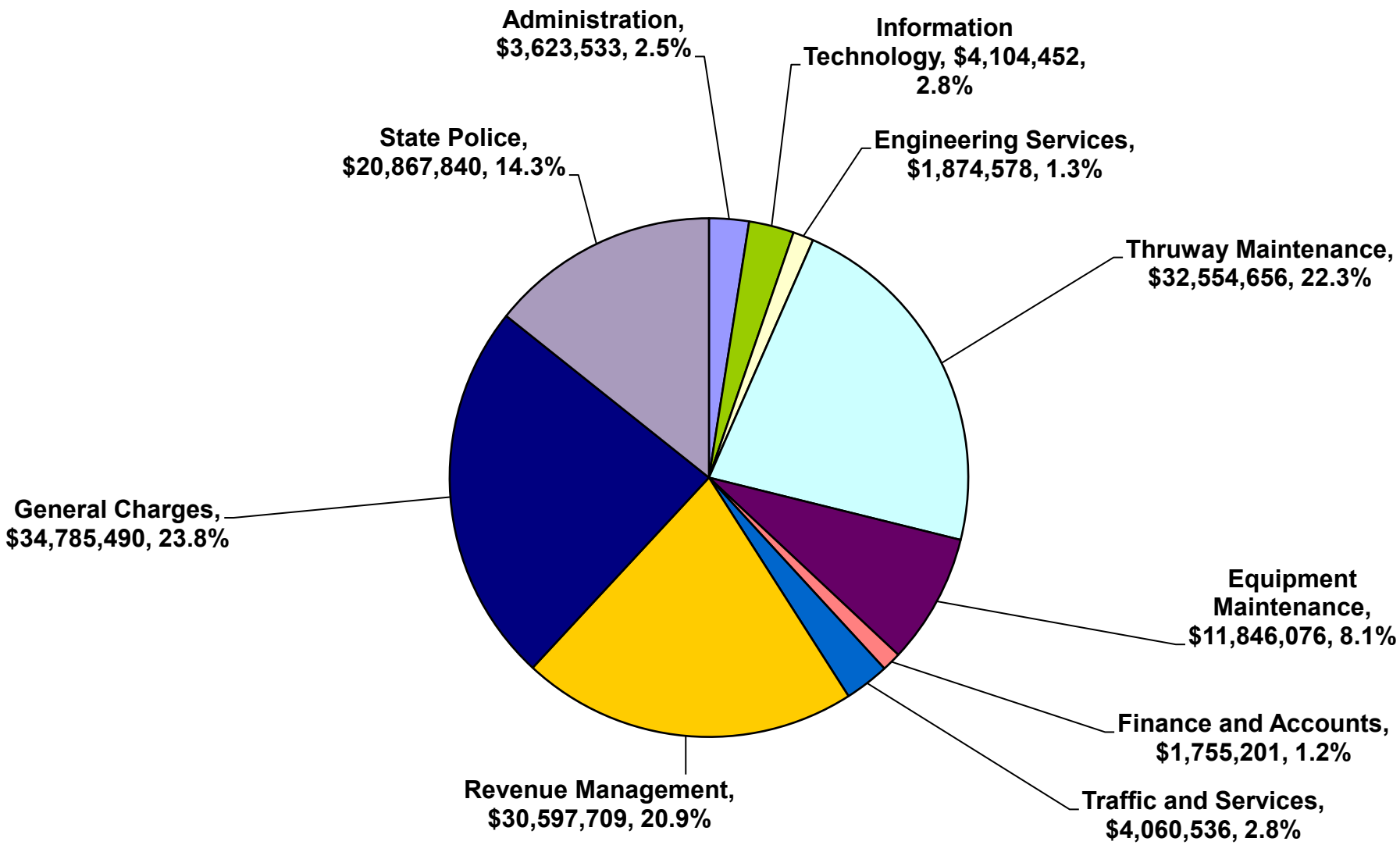
*** The State's 2016/17 Budget provides the Authority reimburse for State Police - Troop T costs as of 4/1/2016. This includes reimbursement for equipment and vehicles that are typically billed later in year.*

**** Includes the adjustment of accounts receiveable for Tolls by Mail which is outstanding and thus not available until paid.*

2023 YTD Operating Expenses

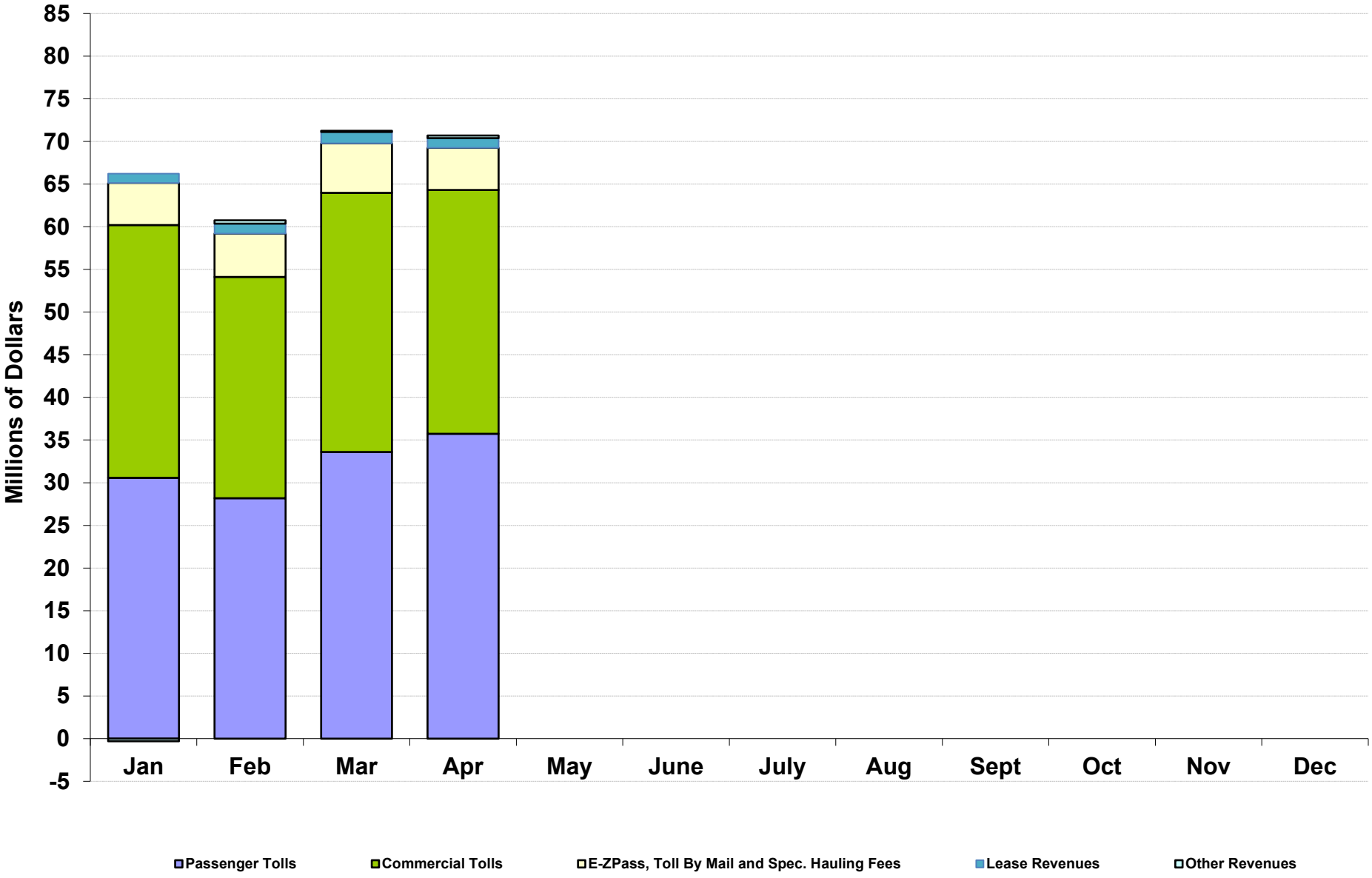


2023 YTD Operating Expenses

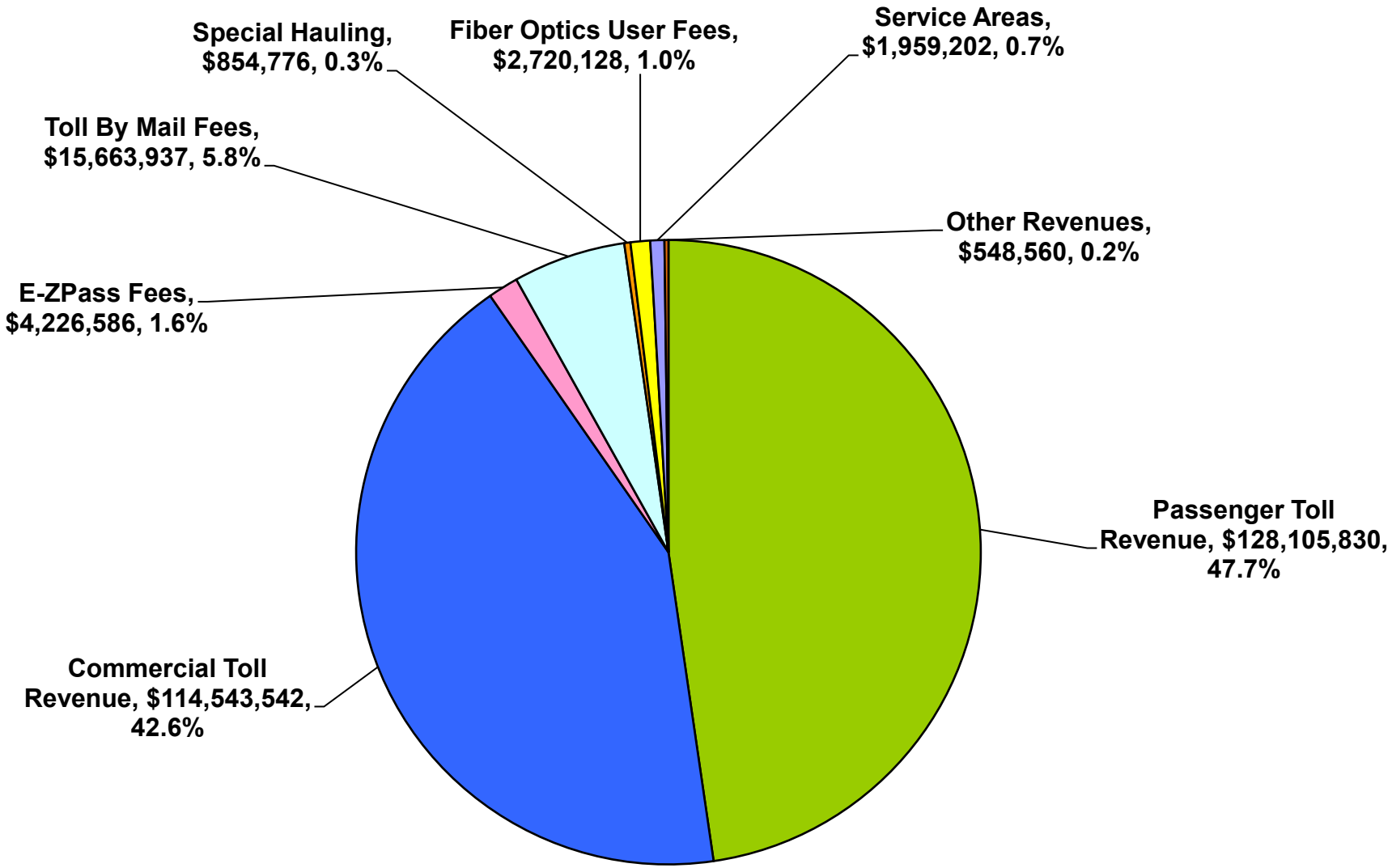


Note: General Charges include net Pension liability and unfunded OPEB

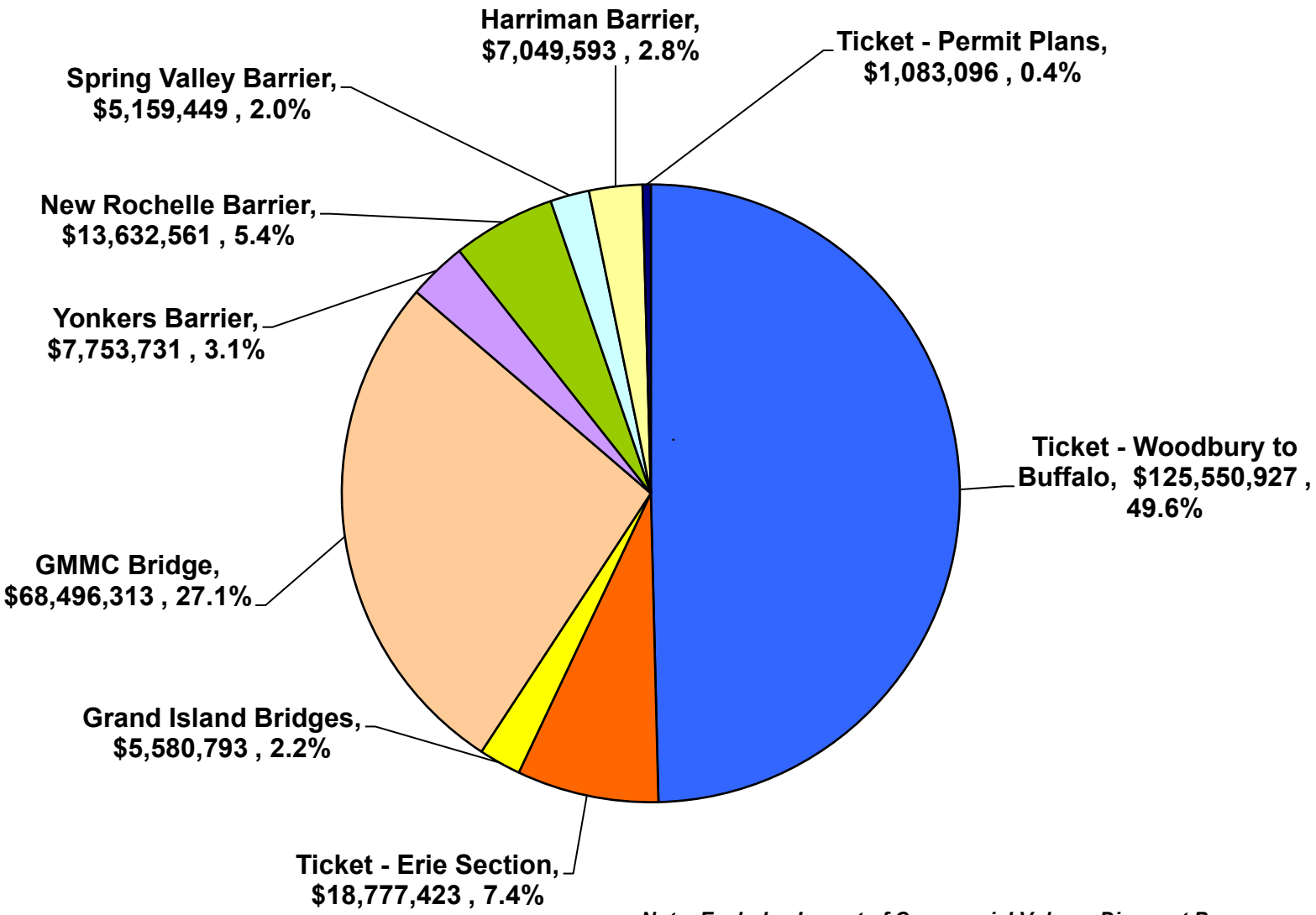
2023 YTD Operating Revenues



2023 YTD Operating Revenue

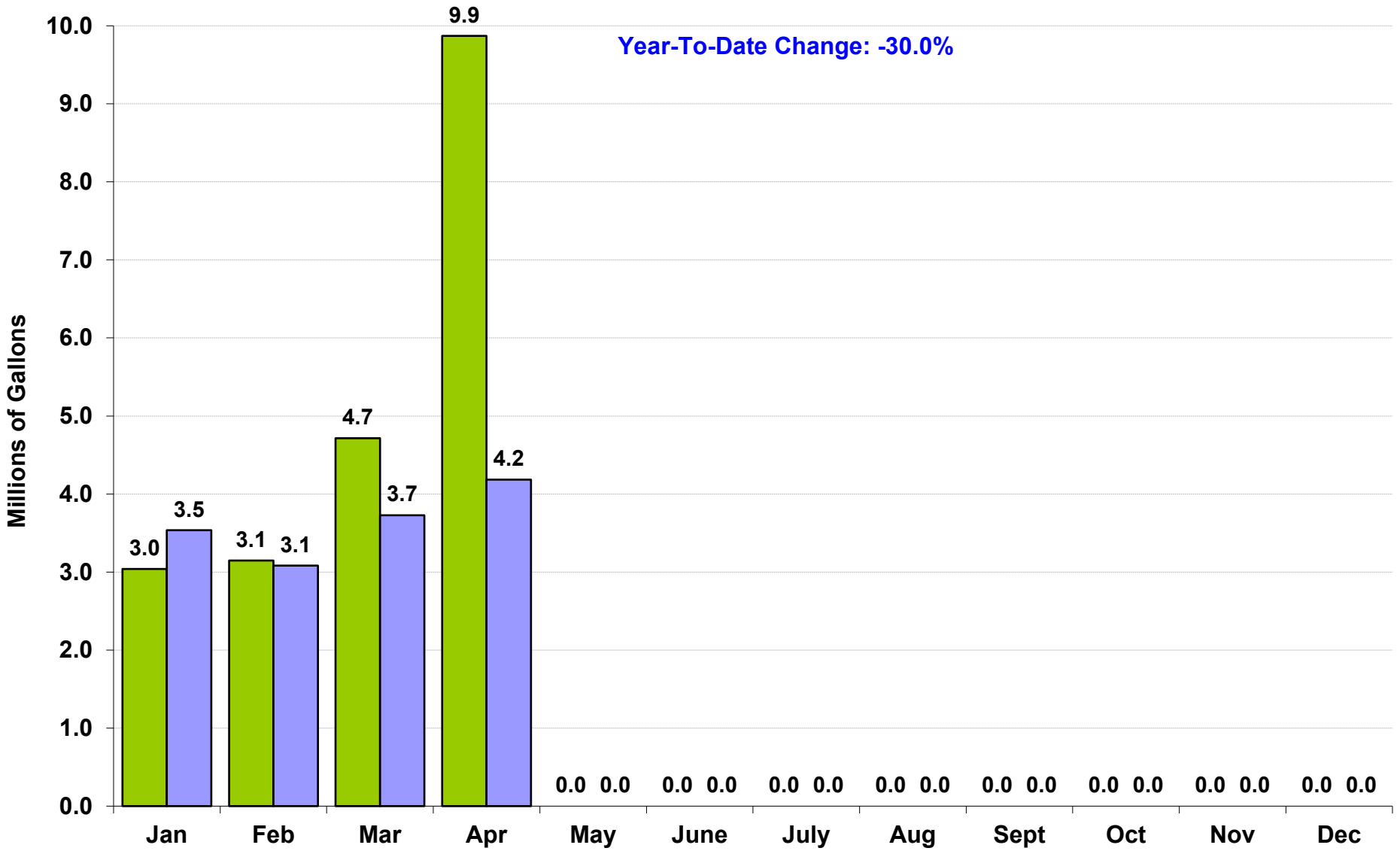


2023 YTD Toll Collections, By Location

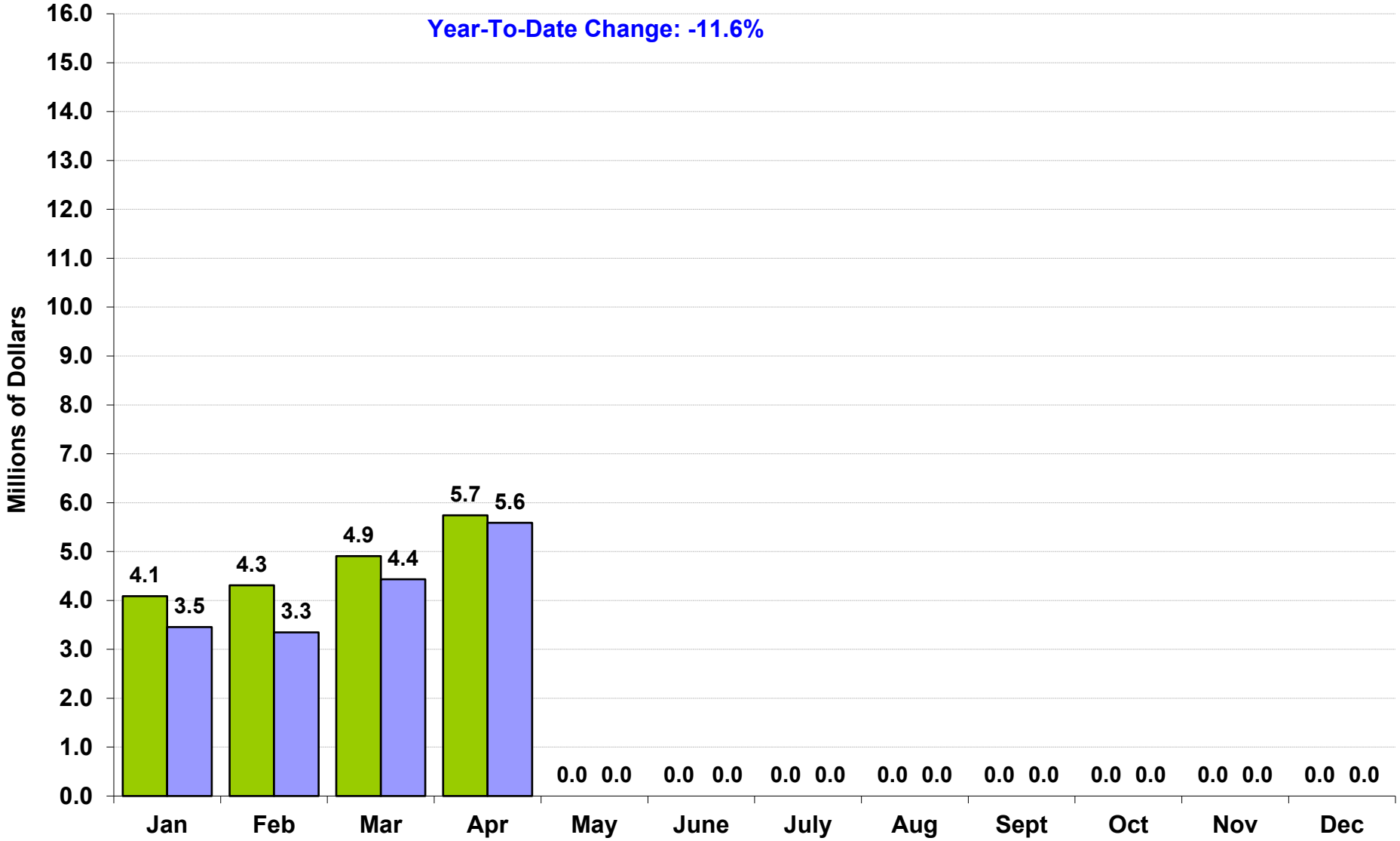


Note: Excludes Impact of Commercial Volume Discount Program.

Fuel Deliveries to Service Areas



Restaurant Sales at Service Plazas

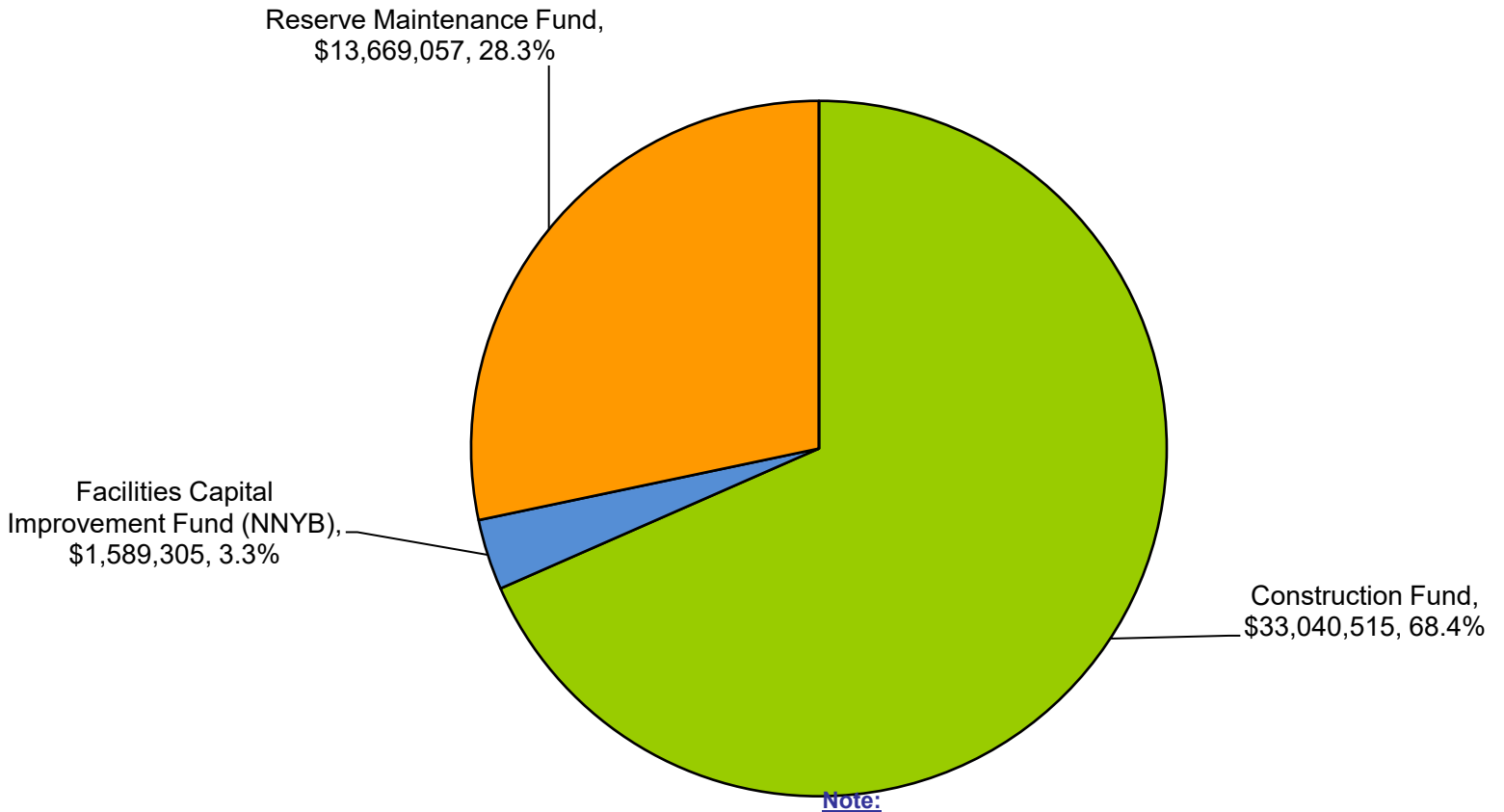


Thruway Capital Program

(Includes New NY Bridge Project)

2023 YTD Capital Program Expenses, by Fund

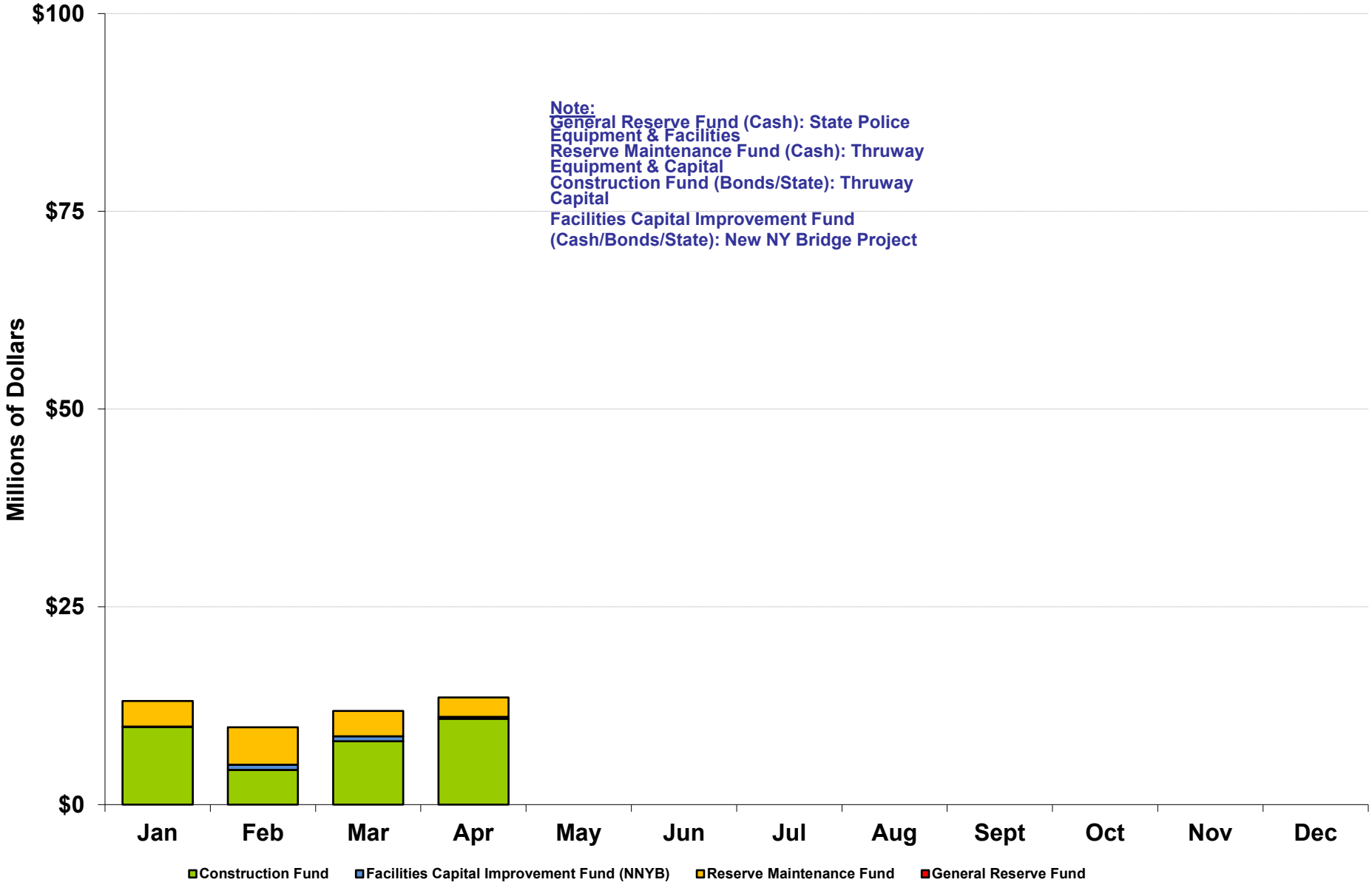
YTD Total Expenses = $48.3 million



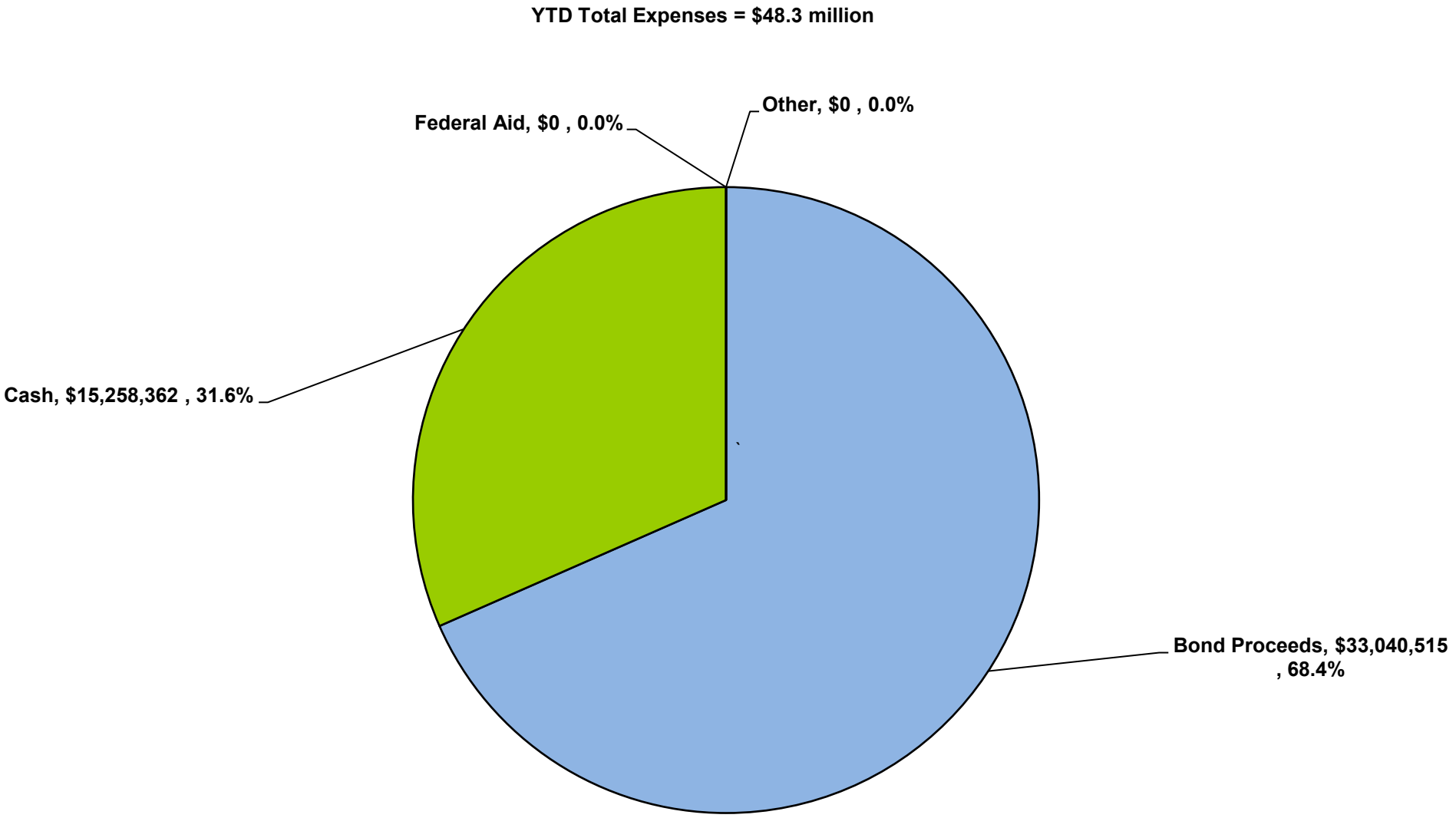
Note:
General Reserve Fund (Cash): State Police Equipment & Facilities
Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
Construction Fund (Bonds): Thruway Capital
Facilities Capital Improvement Fund (Cash/Bonds): New NY Bridge Project

2023 YTD Capital Program Expenses, By Fund

YTD Total Expenses = $48.3 million

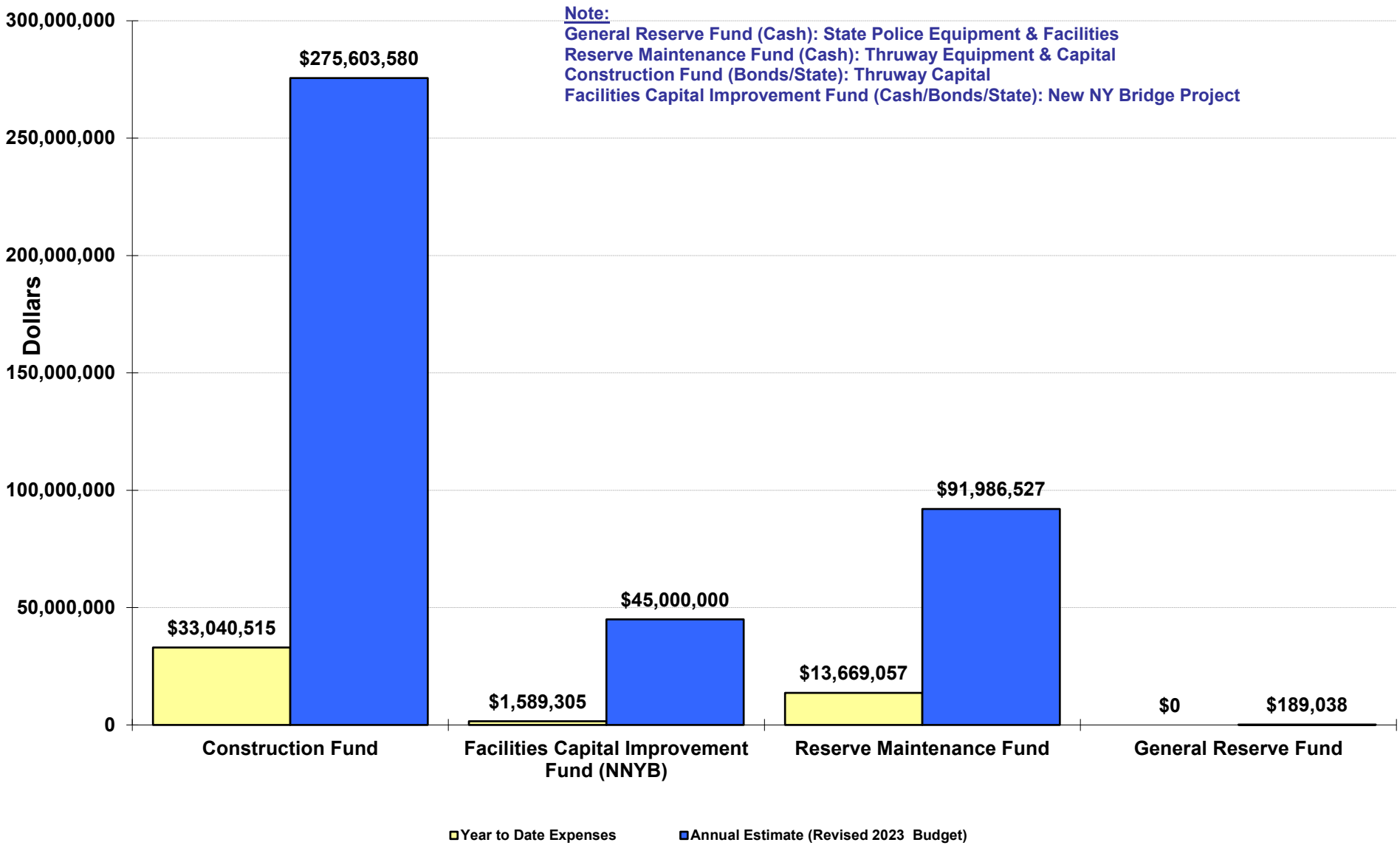


2023 YTD Capital Funding Sources

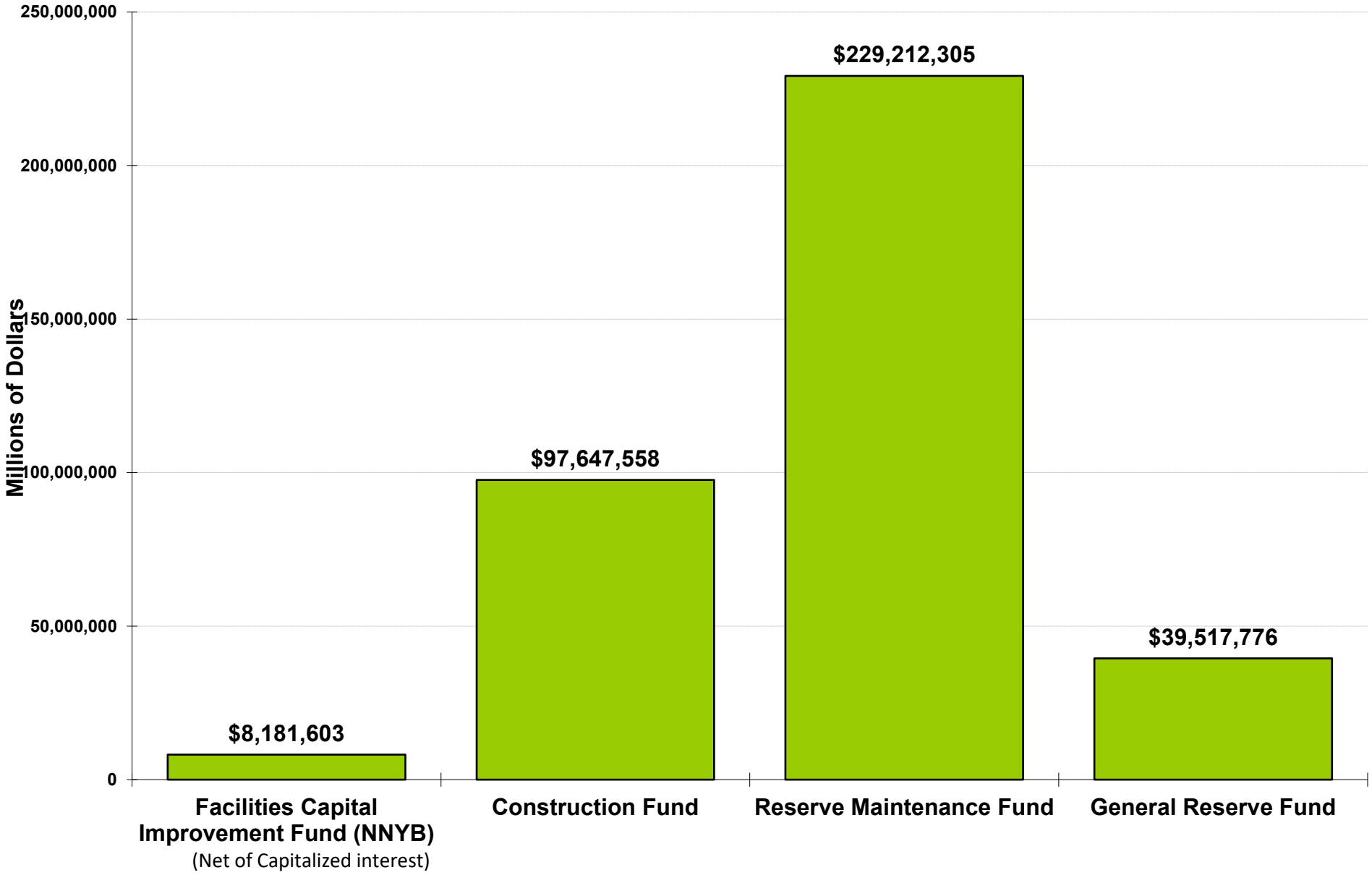


2023 YTD Capital Expenses, By Fund

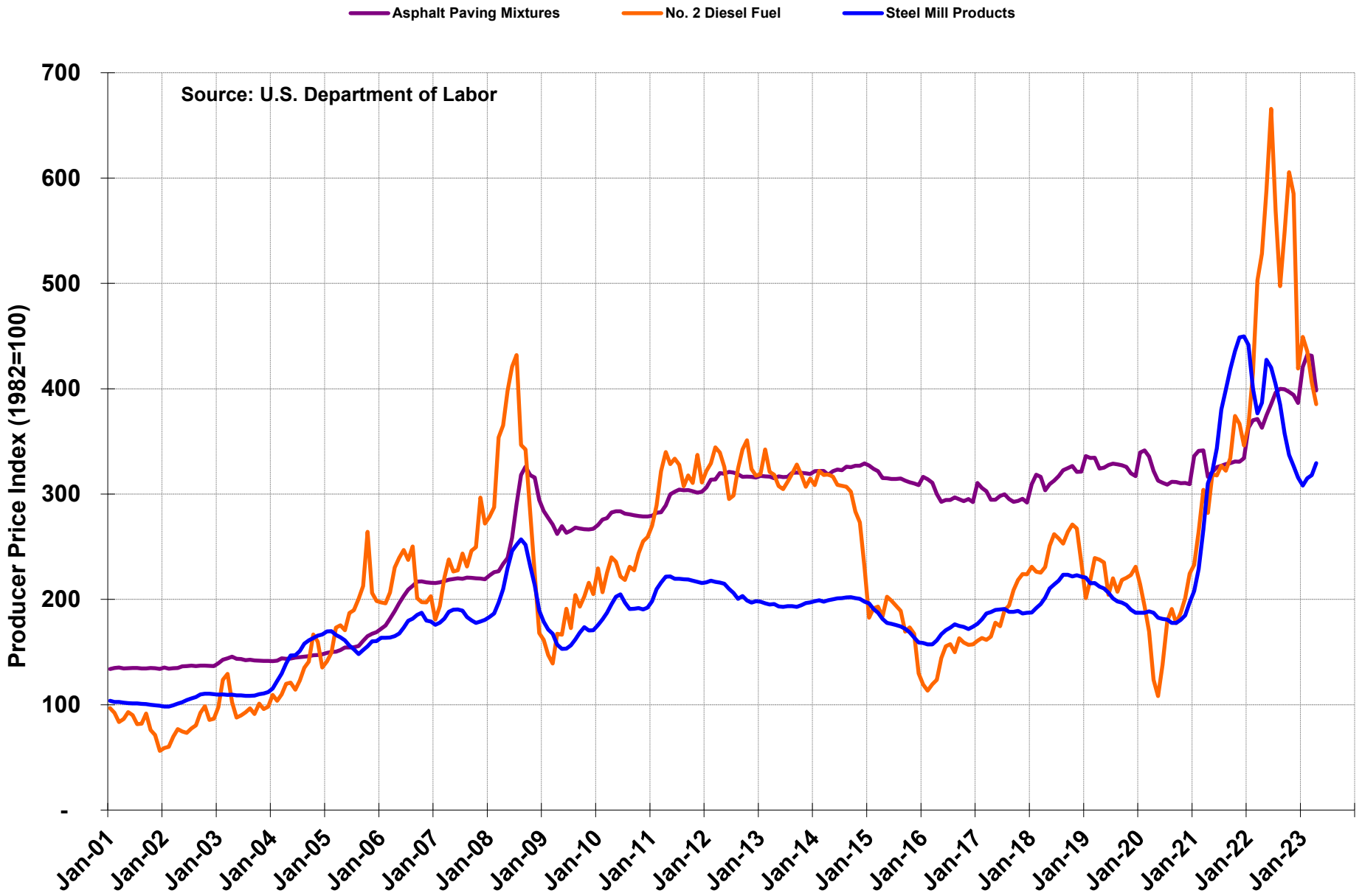
YTD Total Expenses = $48.3 million



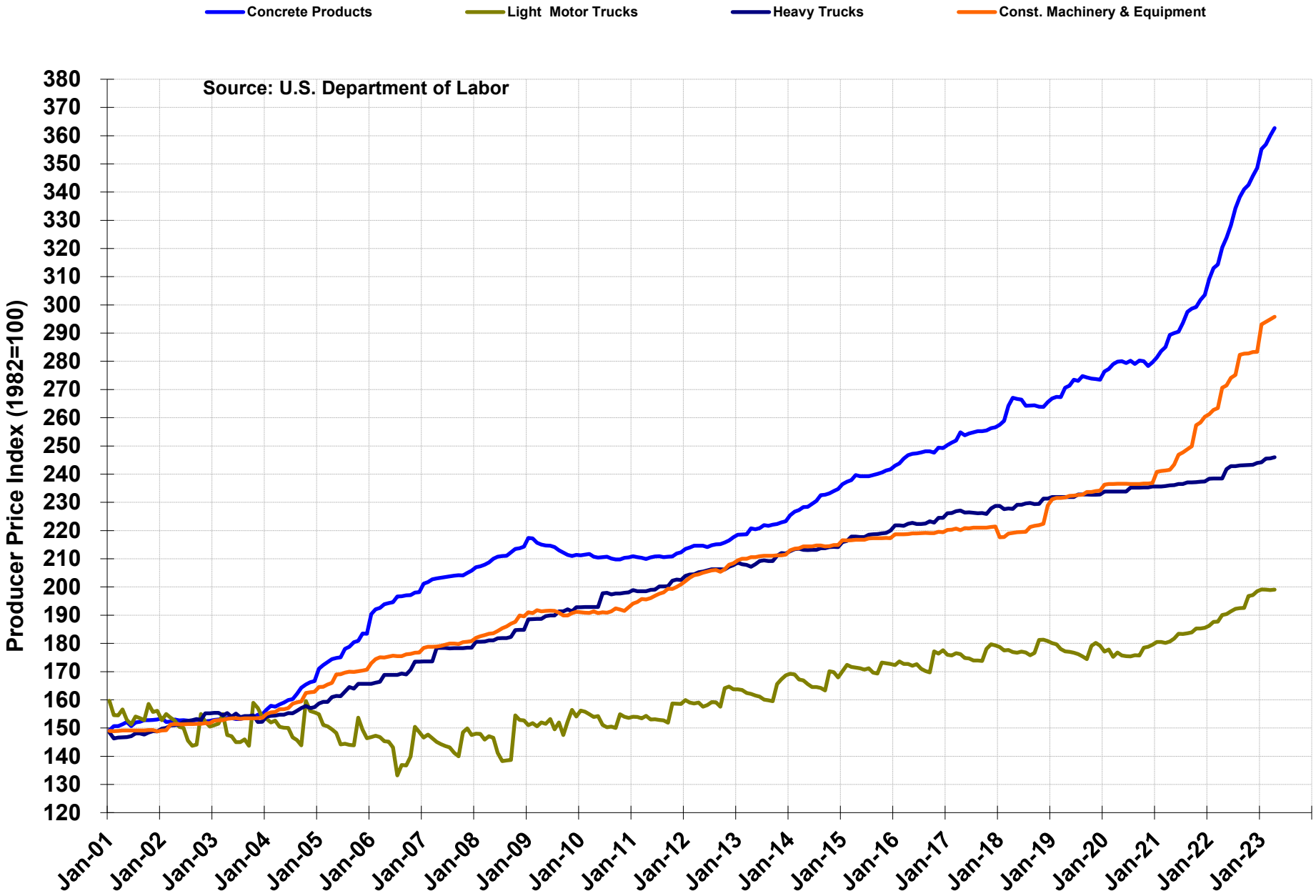
2023 Capital Fund Balances at End of Month



Producer Prices: Construction Inputs

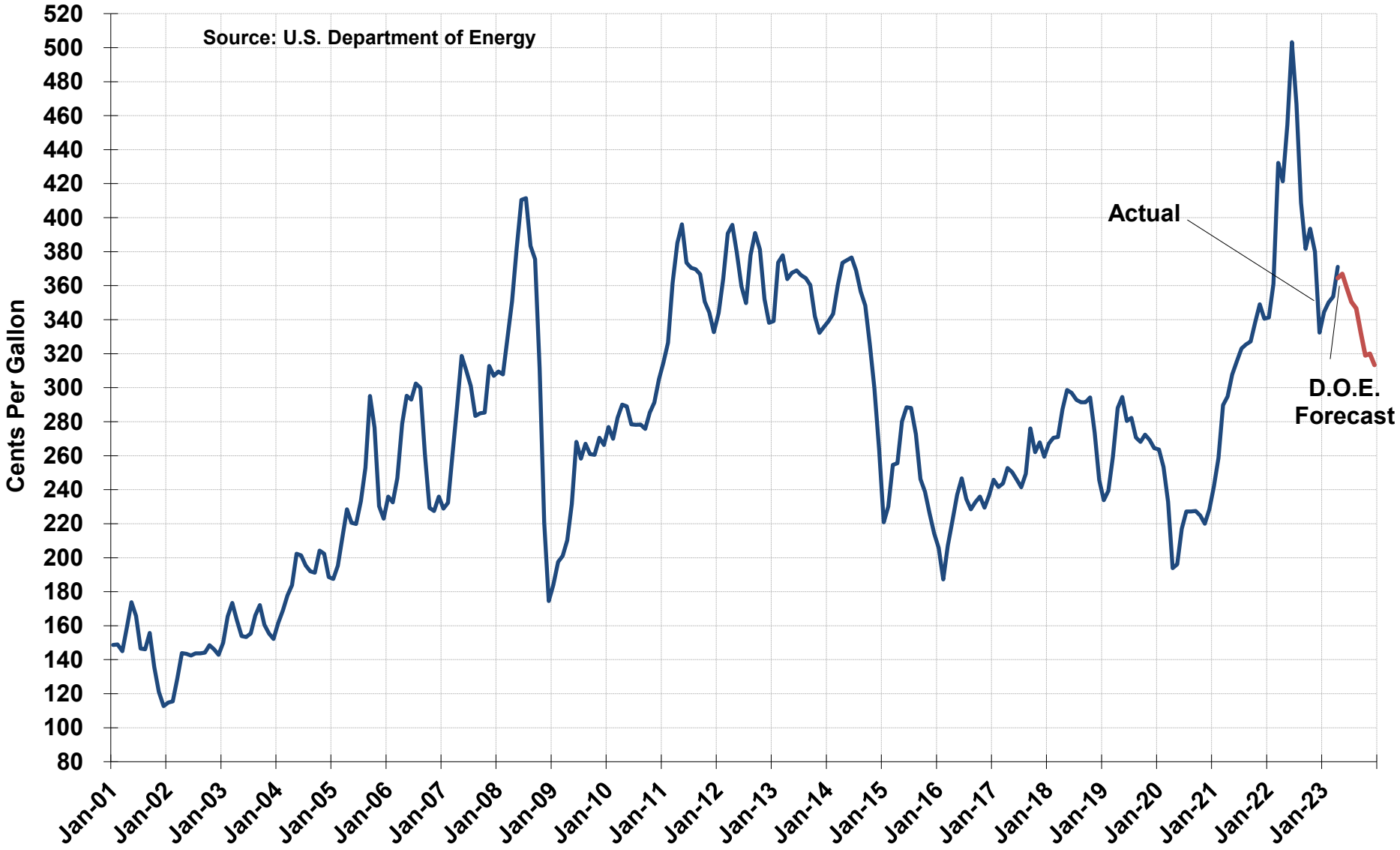


Producer Prices: Construction Inputs



Average Retail Price of Gasoline in U.S.

All Grades



Thruway Traffic Information

Thruway Traffic Information

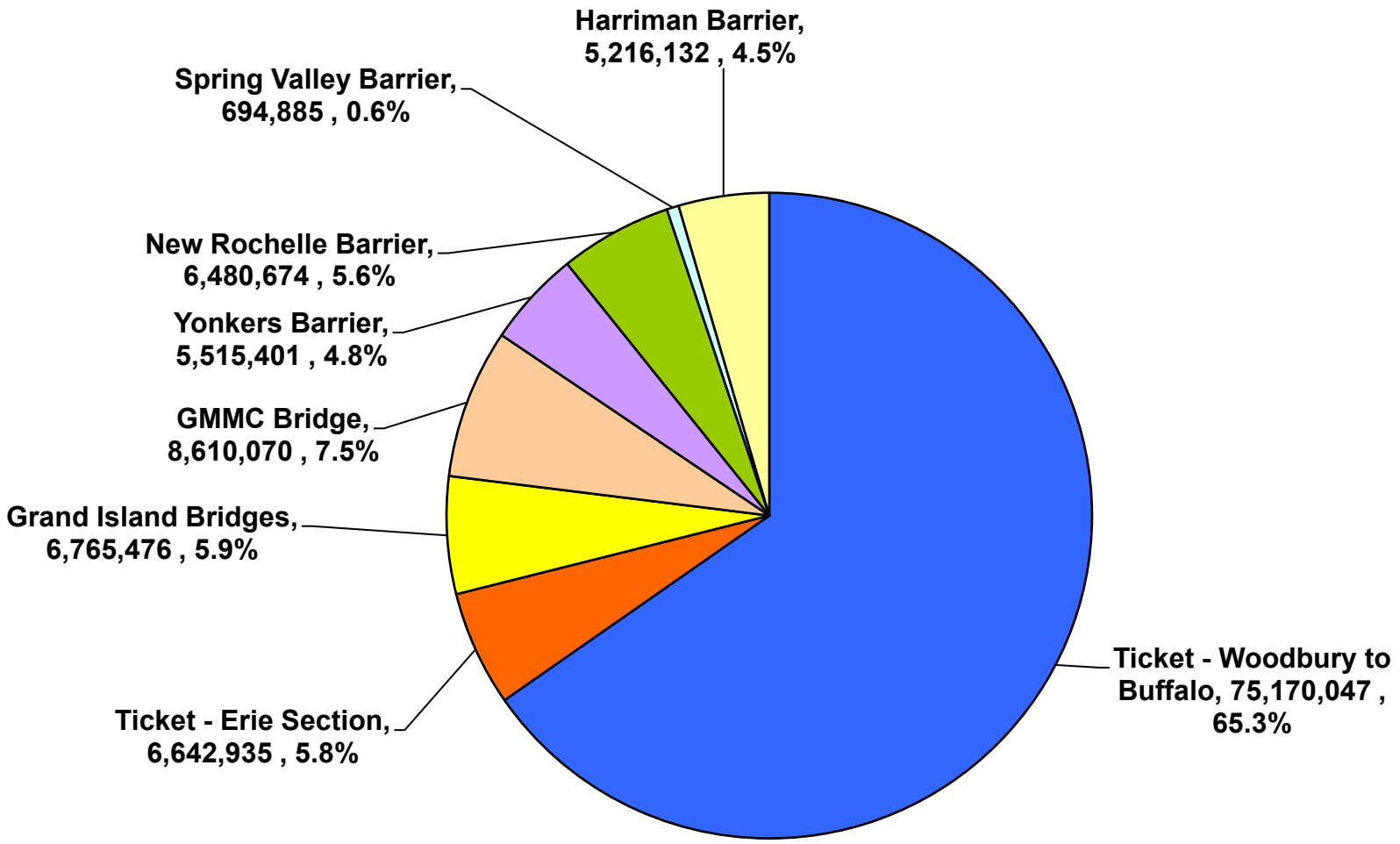
	Year-To-Date			
	2022	2023	Change	Percent Change
Revenue Trips - Location				
Toll Ticket System				
Woodbury to Williamsville	72,419,741	75,170,047	2,750,306	3.8%
Erie Section	6,319,368	6,642,935	323,567	5.1%
Total Ticket System	78,739,109	81,812,982	3,073,873	3.9%
Bridges and Barriers				
Grand Island South	3,505,912	3,729,312	223,400	6.4%
Grand Island North	2,817,035	3,036,164	219,129	7.8%
GMMC Bridge	8,257,653	8,610,070	352,417	4.3%
Yonkers	5,352,193	5,515,401	163,208	3.0%
New Rochelle (I-95)	6,125,704	6,480,674	354,970	5.8%
Spring Valley (Commercial Only)	710,402	694,885	(15,517)	-2.2%
Harriman	5,077,741	5,216,132	138,391	2.7%
Total Bridges and Barriers	31,846,640	33,282,638	1,435,998	4.5%
Total Trips	110,585,749	115,095,620	4,509,871	4.1%
Non-Revenue Trips	658,255	638,963	(19,292)	-2.9%
Total Revenue Trips	109,927,494	114,456,657	4,529,163	4.1%

Revenue Trips - Type	**2022**	**2023**	**Change**	
Passenger	90,349,366	95,425,527	5,076,161	5.6%
Commercial	19,578,128	19,031,130	(546,998)	-2.8%
Total Revenue Trips	109,927,494	114,456,657	4,529,163	4.1%

Miles Traveled - Revenue Trips				
Toll Ticket System	1,504,226,151	1,669,544,316	165,318,165	10.99%
NY Division Bridge/Barriers	463,862,147	483,777,013	19,914,866	4.29%
Williamsville-Lackawanna	106,898,141	112,582,068	5,683,927	5.32%
Grand Island Bridges	63,444,640	67,816,410	4,371,770	6.89%
Total Revenue Trip Miles	2,138,431,079	2,333,719,807	195,288,728	9.13%

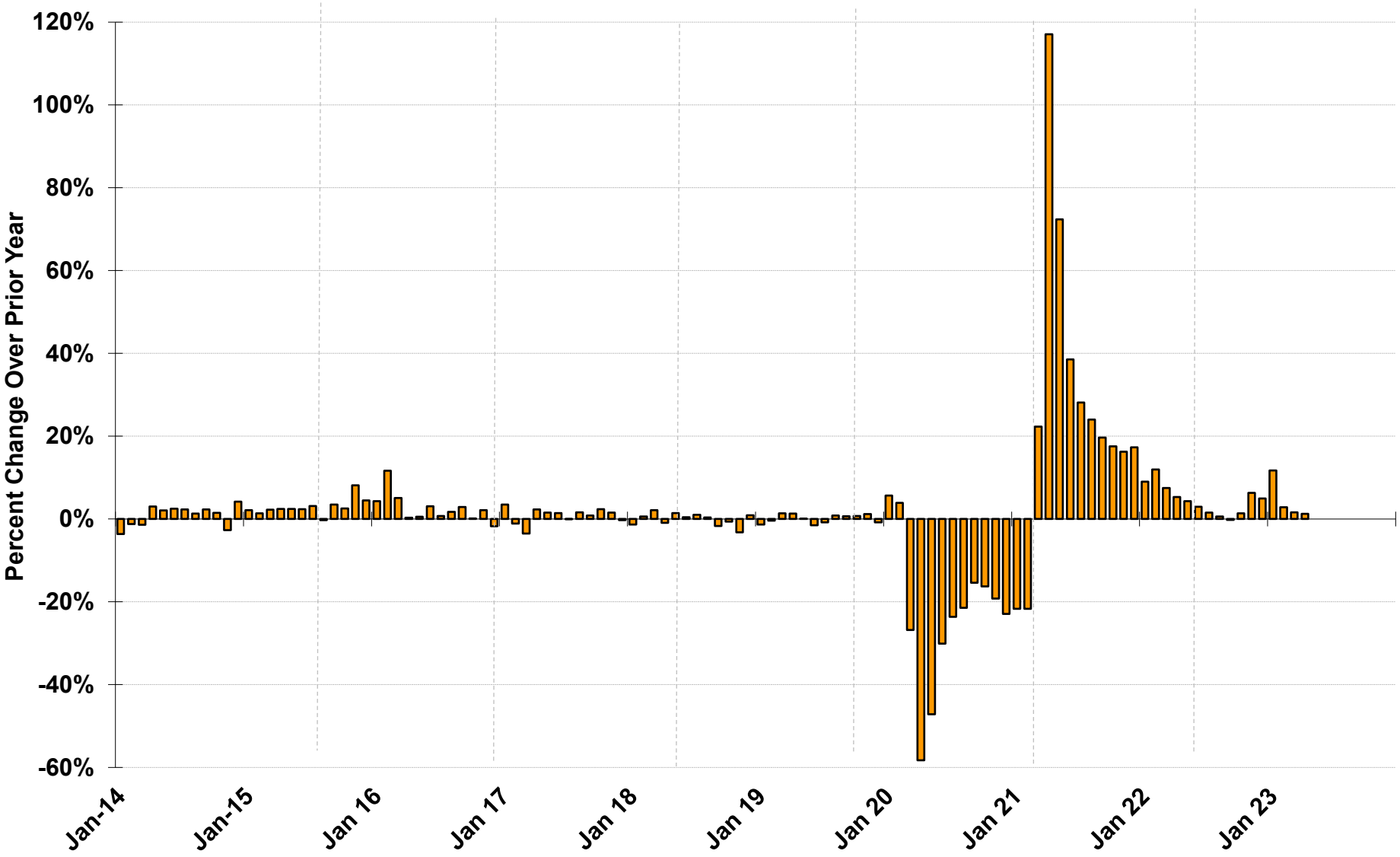
Average Trip Length (Miles) - All Trips - Ticketed System				
Passenger	18.96	19.16	0.20	1.05%
Commercial	25.20	25.77	0.57	2.26%
Overall	20.26	20.38	0.12	0.59%

2023 YTD Total Thruway Trips, By Location



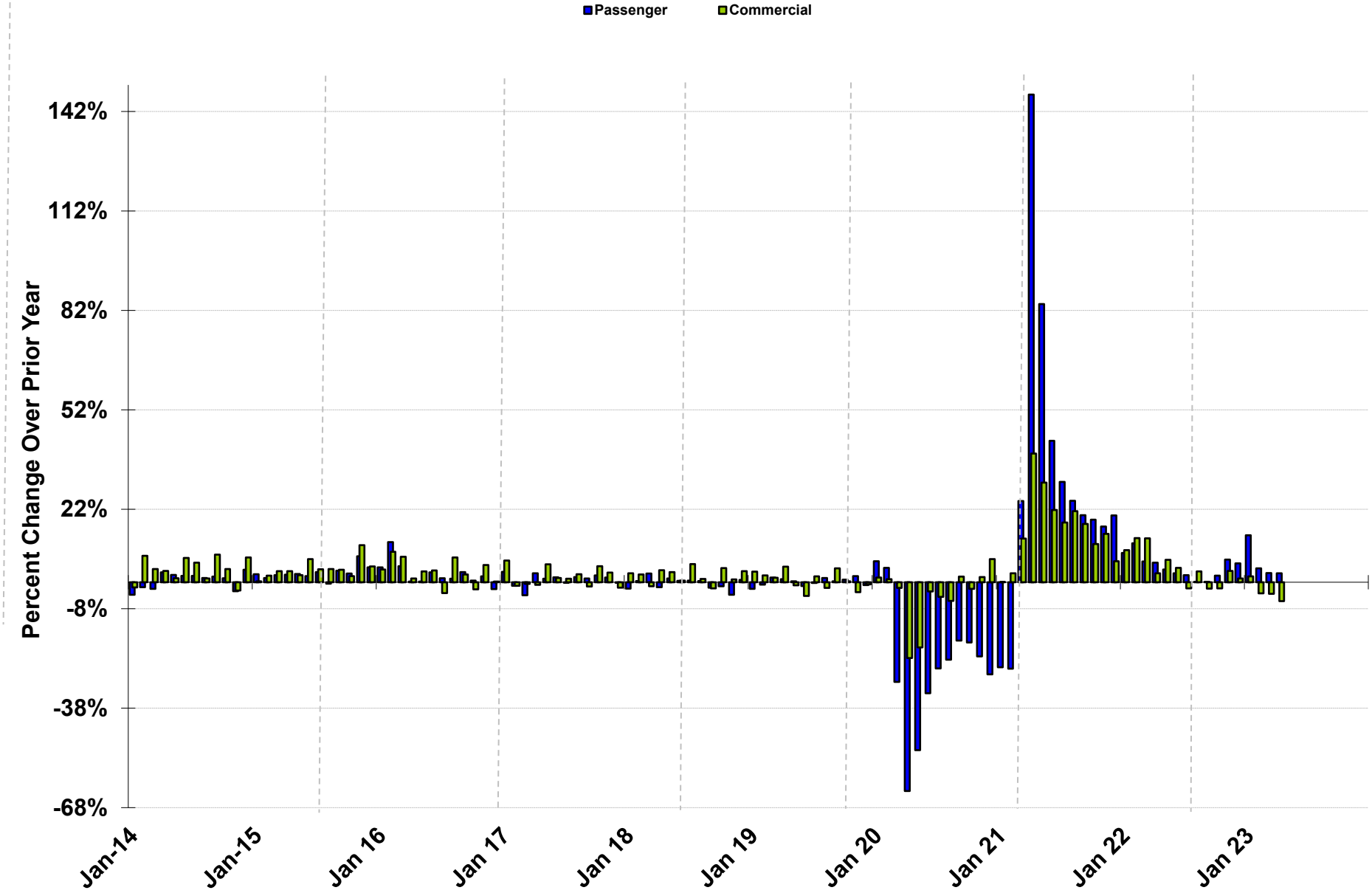
Percent Change in Monthly Thruway Traffic

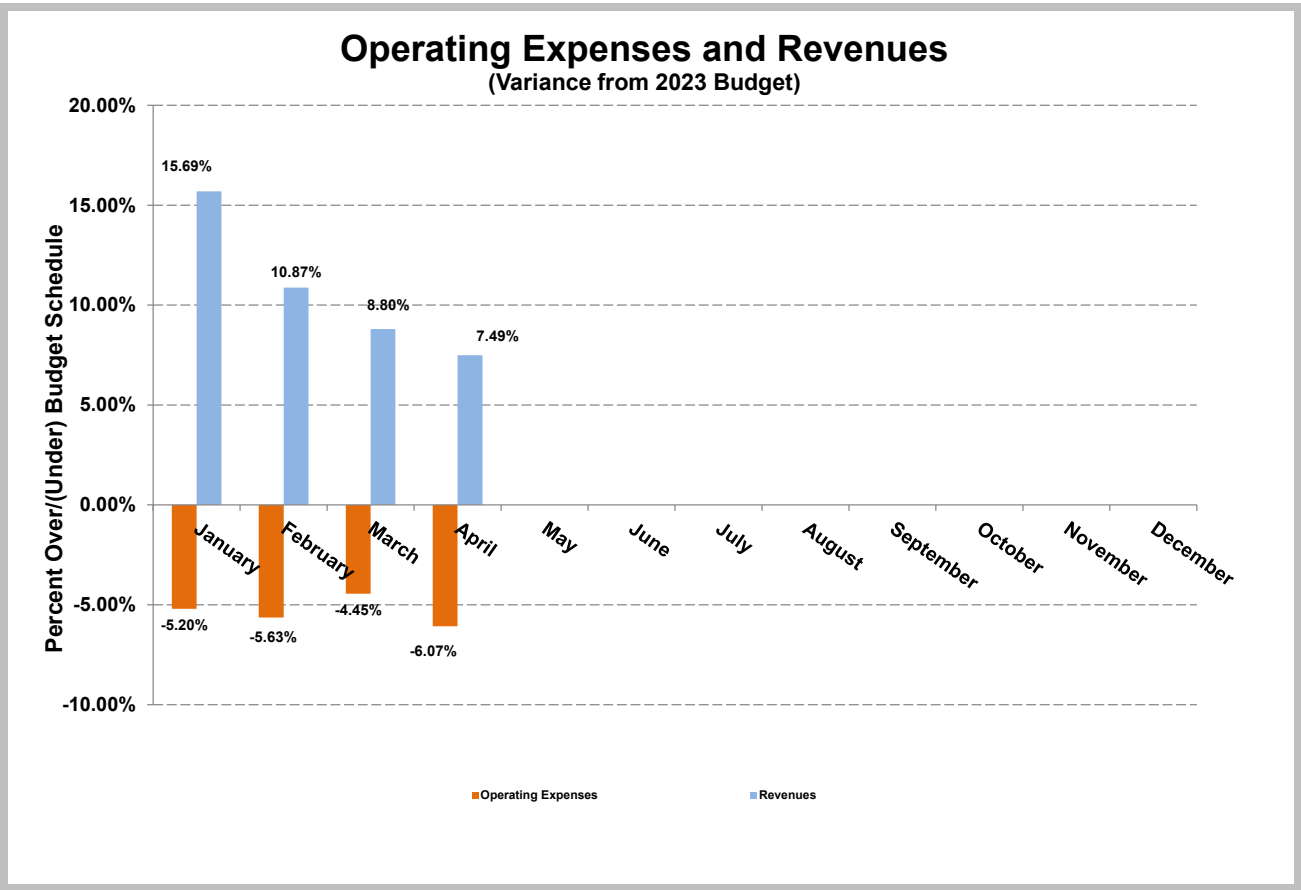
Total Passenger and Commercial Revenue Trips



Percent Change in Monthly Thruway Traffic

By Passenger and Commercial Revenue Trips




Operating Expenses and Revenues
(Variance from 2023 Budget)
Percent Over/(Under) Budget Schedule
20.00%
15.00%
10.00%
5.00%
0.00%
-5.00%
-10.00%
15.69%
10.87%
8.80%
7.49%
-5.20%
-5.63%
-4.45%
-6.07%
January
February
March
April
May
June
July
August
September
October
November
December
Operating Expenses
Revenues



NEW YORK STATE OF OPPORTUNITY. Thruway Authority

Monthly Financial Report

May 2023



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July 19, 2023

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH

NEW YORK STATE THRUWAY AUTHORITY

MONTH: May

YEAR: 2023

REVENUE	PRESENT MONTH		AMOUNT OF	% OF
	CURRENT YEAR	PREVIOUS YEAR	CHANGE	CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 18,359,017	$ 17,902,617	$ 456,400	2.55
Erie Section, Stations 55-61	2,076,330	2,026,649	49,681	2.45
Grand Island Bridges	1,348,092	1,312,258	35,834	2.73
Gov. Mario M. Cuomo Bridge	12,363,173	11,982,565	380,608	3.18
Yonkers Barrier	1,678,263	1,550,522	127,741	8.24
New Rochelle Barrier	2,787,340	2,675,387	111,953	4.18
Spring Valley Barrier	32,823	32,109	714	2.22
Harriman Barrier	1,652,845	1,604,891	47,954	2.99
	40,297,883	39,086,998	1,210,885	3.10
Permits, Stations 15-61	288,124	280,431	7,693	2.74
	40,586,007	39,367,429	1,218,578	3.10
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	18,793,397	19,495,310	(701,913)	(3.60)
Erie Section, Stations 55-61	3,350,548	3,552,478	(201,930)	(5.68)
Grand Island Bridges	438,152	429,658	8,494	1.98
Gov. Mario M. Cuomo Bridge	8,332,292	8,408,408	(76,116)	(0.91)
Yonkers Barrier	669,391	660,657	8,734	1.32
New Rochelle Barrier	1,204,379	1,236,675	(32,296)	(2.61)
Spring Valley Barrier	1,490,947	1,588,956	(98,009)	(6.17)
Harriman Barrier	483,555	459,294	24,261	5.28
	34,762,661	35,831,436	(1,068,775)	(2.98)
Less Volume Discount	2,667,610	2,691,690	(24,080)	(0.89)
	32,095,051	33,139,746	(1,044,695)	(3.15)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	37,152,414	37,397,927	(245,513)	(0.66)
Erie Section, Stations 55-61	5,426,878	5,579,127	(152,249)	(2.73)
Grand Island Bridges	1,786,244	1,741,916	44,328	2.54
Gov. Mario M. Cuomo Bridge	20,695,465	20,390,973	304,492	1.49
Yonkers Barrier	2,347,654	2,211,179	136,475	6.17
New Rochelle Barrier	3,991,719	3,912,062	79,657	2.04
Spring Valley Barrier	1,523,770	1,621,065	(97,295)	(6.00)
Harriman Barrier	2,136,400	2,064,185	72,215	3.50
Permits, Stations 15-61	288,124	280,431	7,693	2.74
	75,348,668	75,198,865	149,803	0.20
Less Volume Discount	2,667,610	2,691,690	(24,080)	(0.89)
NET TOLLS	72,681,058	72,507,175	173,883	0.24
E-ZPass Fees	1,138,309	1,077,235	61,074	5.67
Tolls by Mail Fees	3,133,744	2,845,880	287,864	10.12
Special Hauling	227,238	212,607	14,631	6.88
TOTAL TOLLS AND RELATED FEES	77,180,349	76,642,897	537,452	0.70
LEASE REVENUES				
Fiber Optic User Fees	680,032	1,530,155	(850,123)	(55.56)
Service Areas	481,856	448,860	32,996	7.35
TOTAL LEASE REVENUES (1)	1,161,888	1,979,015	(817,127)	(41.29)
OTHER REVENUES (2)	143,842	108,048	35,794	33.13
TOTAL OPERATING REVENUES (3)	$ 78,486,079	$ 78,729,960	$ (243,881)	(0.31)

(1) Note B.

(2) 2022 proceeds from the Sale of Real Estate have been reclassified from Operating Revenues to Non-Operating Revenues. 2022 Other Revenue was reduced by $534,741.

(3) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: May

YEAR: 2023

REVENUE	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR	AMOUNT OF CHANGE	% OF CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 75,273,557	$ 69,248,676	$ 6,024,881	8.70
Erie Section, Stations 55-61	8,269,825	7,601,385	668,440	8.79
Grand Island Bridges	5,423,046	5,016,911	406,135	8.10
Gov. Mario M. Cuomo Bridge	52,054,441	49,497,940	2,556,501	5.16
Yonkers Barrier	7,088,626	6,741,927	346,699	5.14
New Rochelle Barrier	12,041,938	11,389,414	652,524	5.73
Spring Valley Barrier	108,704	103,783	4,921	4.74
Harriman Barrier	7,060,480	6,802,236	258,244	3.80
	167,320,617	156,402,272	10,918,345	6.98
Permits, Stations 15-61	1,371,220	1,238,656	132,564	10.70
	168,691,837	157,640,928	11,050,909	7.01
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	87,429,784	89,954,276	(2,524,492)	(2.81)
Erie Section, Stations 55-61	15,934,476	16,969,414	(1,034,938)	(6.10)
Grand Island Bridges	1,943,991	1,957,590	(13,599)	(0.69)
Gov. Mario M. Cuomo Bridge	37,137,337	39,513,286	(2,375,949)	(6.01)
Yonkers Barrier	3,012,759	3,043,813	(31,054)	(1.02)
New Rochelle Barrier	5,582,342	5,718,268	(135,926)	(2.38)
Spring Valley Barrier	6,574,515	6,899,846	(325,331)	(4.72)
Harriman Barrier	2,121,513	2,154,656	(33,143)	(1.54)
	159,736,717	166,211,149	(6,474,432)	(3.90)
Less Volume Discount	13,098,124	13,059,058	39,066	0.30
	146,638,593	153,152,091	(6,513,498)	(4.25)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	162,703,341	159,202,952	3,500,389	2.20
Erie Section, Stations 55-61	24,204,301	24,570,799	(366,498)	(1.49)
Grand Island Bridges	7,367,037	6,974,501	392,536	5.63
Gov. Mario M. Cuomo Bridge	89,191,778	89,011,226	180,552	0.20
Yonkers Barrier	10,101,385	9,785,740	315,645	3.23
New Rochelle Barrier	17,624,280	17,107,682	516,598	3.02
Spring Valley Barrier	6,683,219	7,003,629	(320,410)	(4.57)
Harriman Barrier	9,181,993	8,956,892	225,101	2.51
Permits, Stations 15-61	1,371,220	1,238,656	132,564	10.70
	328,428,554	323,852,077	4,576,477	1.41
Less Volume Discount	13,098,124	13,059,058	39,066	0.30
NET TOLLS	315,330,430	310,793,019	4,537,411	1.46
E-ZPass Fees	5,364,895	5,098,352	266,543	5.23
Tolls by Mail Fees	18,797,681	21,165,732	(2,368,051)	(11.19)
Special Hauling	1,082,014	1,062,323	19,691	1.85
TOTAL TOLLS AND RELATED FEES	340,575,020	338,119,426	2,455,594	0.73
LEASE REVENUES				
Fiber Optic User Fees	3,400,160	4,103,600	(703,440)	(17.14)
Service Areas	2,441,058	1,901,743	539,315	28.36
TOTAL LEASE REVENUES (1)	5,841,218	6,005,343	(164,125)	(2.73)
OTHER REVENUES (2)	692,402	1,133,705	(441,303)	(38.93)
TOTAL OPERATING REVENUES (3)	$ 347,108,640	$ 345,258,474	$ 1,850,166	0.54

(1) Note B.

(2) 2022 proceeds from the Sale of Real Estate have been reclassified from Operating Revenues to Non-Operating Revenues. 2022 Other Revenue was reduced by $534,741.

(3) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH
NEW YORK STATE THRUWAY AUTHORITY

MONTH: May
YEAR: 2023

EXPENSES	PRESENT MONTH CURRENT YEAR	PRESENT MONTH PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 78,486,079	$ 78,729,960	$ (243,881)	(0.31)
Thruway Operating Expenses				
Administrative and General	969,547	911,301	58,246	6.39
Information Technology	1,445,302	1,025,382	419,920	40.95
Engineering Services	745,935	498,276	247,659	49.70
Maintenance & Operations				
Thruway Maintenance	7,206,580	5,868,275	1,338,305	22.81
Equipment Maintenance	2,988,246	2,596,541	391,705	15.09
Traffic and Services	770,277	773,734	(3,457)	(0.45)
Finance and Accounts	408,177	447,184	(39,007)	(8.72)
Revenue Management	8,180,465	8,837,721	(657,256)	(7.44)
General Charges Undistributed	8,741,983	8,331,017	410,966	4.93
Thruway Operating Expenses	31,456,512	29,289,431	2,167,081	7.40
State Police	4,761,398	5,376,546	(615,148)	(11.44)
Thruway and State Police Operating Expenses	36,217,910	34,665,977	1,551,933	4.48
Operating Income before Depreciation	42,268,169	44,063,983	(1,795,814)	(4.08)
Depreciation & Amortization	29,248,078	30,500,780	(1,252,702)	(4.11)
Operating Gain (Loss)	13,020,091	13,563,203	(543,112)	(4.00)
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	-	-	-
Interest on Investments & Leases (2)	5,363,014	461,846	4,901,168	-
Interest & Fee Expenses	(17,147,830)	(17,590,241)	442,411	(2.52)
Debt Issuance Costs	-	-	-	-
Disposal of Assets and Other	21,867	515,113	(493,246)	(95.75)
Net Non-Operating Revenue (Expenses)	(11,762,949)	(16,613,282)	4,850,333	(29.20)
Gain (Loss) before other Revenue, Expenses and Transfers	1,257,142	(3,050,079)	4,307,221	(141.22)
Capital Contributions	-	28,090	(28,090)	(100.00)
Change in Net Position	1,257,142	(3,021,989)	4,279,131	(141.60)
Net Position, Beginning Balance	414,103,689	563,703,559	(149,599,870)	(26.54)
Net Position, Ending Balance	$ 415,360,831	$ 560,681,570	$ (145,320,739)	(25.92)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note B.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE
NEW YORK STATE THRUWAY AUTHORITY

MONTH: May
YEAR: 2023

EXPENSES	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 347,108,640	$ 345,258,474	$ 1,850,166	0.54
Thruway Operating Expenses				
Administrative and General	4,593,080	4,342,286	250,794	5.78
Information Technology	5,549,754	11,884,986	(6,335,232)	(53.30)
Engineering Services	2,620,513	2,506,866	113,647	4.53
Maintenance & Operations				
Thruway Maintenance	39,761,236	39,668,779	92,457	0.23
Equipment Maintenance	14,834,322	13,341,241	1,493,081	11.19
Traffic and Services	4,830,813	4,213,892	616,921	14.64
Finance and Accounts	2,163,378	2,496,385	(333,007)	(13.34)
Revenue Management	38,778,174	42,030,934	(3,252,760)	(7.74)
General Charges Undistributed	43,527,473	41,756,758	1,770,715	4.24
Thruway Operating Expenses (2)	156,658,743	162,242,127	(5,583,384)	(3.44)
State Police	25,629,238	25,312,813	316,425	1.25
Thruway and State Police Operating Expenses	182,287,981	187,554,940	(5,266,959)	(2.81)
Operating Income before Depreciation	164,820,659	157,703,534	7,117,125	4.51
Depreciation & Amortization	146,224,014	154,698,357	(8,474,343)	(5.48)
Operating Gain (Loss)	18,596,645	3,005,177	15,591,468	-
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	1,500	(1,500)	(100.00)
Interest on Investments & Leases (3)	23,815,831	1,229,146	22,586,685	-
Interest & Fee Expenses	(85,272,481)	(87,686,418)	2,413,937	(2.75)
Debt Issuance Costs	-	(7,324)	7,324	(100.00)
Disposal of Assets and Other	2,251,999	514,453	1,737,546	-
Net Non-Operating Revenue (Expenses)	(59,204,651)	(85,948,643)	26,743,992	(31.12)
Gain (Loss) before other Revenue, Expenses and Transfers	(40,608,006)	(82,943,466)	42,335,460	(51.04)
Capital Contributions	238,799	157,024	81,775	52.08
Change in Net Position	(40,369,207)	(82,786,442)	42,417,235	(51.24)
Net Position, Beginning Balance	455,730,038	643,468,012	(187,737,974)	(29.18)
Net Position, Ending Balance	$ 415,360,831	$ 560,681,570	$ (145,320,739)	(25.92)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note C.
(3) Note B.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF May 31
YEAR 2023

	REVENUE FUND	OPERATING FUND	OAP OPERATING FUNDS	SENIOR DEBT SERVICE FUNDS
ASSETS				
Current and Non-Current Assets:				
Cash & cash equivalents	$ 370,101,946	$ 77,317,815	$ 302,105	$ 63,515,899
Investments	-	15,640,603	-	263,237,736
Interest receivable on investments	-	-	-	-
Accounts receivable, net	211,154,857	15,227,600	-	-
Due from other funds	-	32,784,594	-	-
Material and other inventory	-	26,113,699	-	-
Prepaid insurance and expenses	-	43,886,807	-	201,447
Total current and non-current assets	581,256,803	210,971,118	302,105	326,955,082
Capital Assets:				
Land & land improvements	-	-	-	-
Construction in progress	-	-	-	-
Thruway system	-	-	-	-
Equipment	-	-	-	-
Less: accumulated depreciation	-	-	-	-
Net capital assets	-	-	-	-
Total Assets	581,256,803	210,971,118	302,105	326,955,082
DEFERRED OUTFLOWS				
Loss on bond refundings	-	-	-	-
Asset Retirement Obligations	-	-	-	-
OPEB Resources	-	195,263,096	-	-
Pension Resources	-	84,289,960	-	-
Total Deferred Outflows	-	279,553,056	-	-
LIABILITIES				
Current Liabilities:				
Accounts payable and accrued expenses	149,812,775	70,346,257	-	-
Accrued wages and benefits	-	4,222,299	-	-
Due to other funds	11,577,698	-	-	-
Unearned revenue	132,376,738	-	-	-
Accrued interest payable	-	-	-	59,771,120
Current amount due on bonds, notes, and loans	-	-	-	-
Total Current Liabilities	293,767,211	74,568,556	-	59,771,120
Long-Term Liabilities:				
Accounts payable and accrued expenses	-	1,509,135,457	-	-
Accrued wages and benefits	-	16,583,500	-	-
General revenue bonds, net of unamortized premiums	-	-	-	-
General revenue JIO, net of unamortized premiums (1)	-	-	-	-
Loans payable	-	-	-	-
Total Long-Term Liabilities	-	1,525,718,957	-	-
Total Liabilities	293,767,211	1,600,287,513	-	59,771,120
DEFERRED INFLOWS				
Gain on bond refundings	-	-	-	-
Leases	163,323,753	-	-	-
OPEB Resources	-	29,483,991	-	-
Pension Resources	-	129,615,010	-	-
Total Deferred Inflows	163,323,753	159,099,001	-	-
NET POSITION				
Total Net Position	$ 124,165,839	$ (1,268,862,340)	$ 302,105	$ 267,183,962

(1) JIO - Junior Indebtedness Obligation.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF May 31
YEAR 2023

CONSTRUCTION FUND	RESERVE MAINTENANCE FUND	JUNIOR INDEBTEDNESS FUND	FACILITIES CAPITAL IMPROVEMENT FUND	GENERAL RESERVE FUND	TOTAL 2023	TOTAL 2022 (1)
$ 95,807,991	$ 187,066,432	$ 27,307,991	$ 4,974,494	$ 46,405,772	$ 872,800,445	$ 833,394,848
31,415,985	54,398,685	81,905,993	-	-	446,599,002	624,586,696
-	-	-	-	-	-	290,623
131,514	731,467	-	-	-	227,245,438	90,463,231
-	1,727,480	-	2,391,378	-	36,903,452	42,920,704
-	-	-	-	-	26,113,699	23,275,500
120,333	325,976	1,872,681	1,204,761	63,689	47,675,694	10,415,159
127,475,823	244,250,040	111,086,665	8,570,633	46,469,461	1,657,337,730	1,625,346,761
819,363,084	-	-	-	-	819,363,084	819,122,178
270,020,353	46,107,136	-	3,533,270	-	319,660,759	238,916,564
11,671,676,118	653,881,275	-	-	-	12,325,557,393	12,064,585,267
-	288,073,920	-	-	104,050	288,177,970	275,043,042
(5,858,331,340)	(430,527,034)	-	-	(33,375)	(6,288,891,749)	(5,962,970,178)
6,902,728,215	557,535,297	-	3,533,270	70,675	7,463,867,457	7,434,696,873
7,030,204,038	801,785,337	111,086,665	12,103,903	46,540,136	9,121,205,187	9,060,043,634
5,485,703	-	-	-	-	5,485,703	6,318,974
-	2,233,334	-	-	-	2,233,334	2,633,334
-	-	-	-	-	195,263,096	264,774,244
-	-	-	-	-	84,289,960	119,584,407
5,485,703	2,233,334	-	-	-	287,272,093	393,310,959
32,120,852	162,304	-	603,494	14,325,550	267,371,232	234,599,133
-	-	-	-	3,661	4,225,960	2,327,951
16,669,668	-	-	-	8,656,086	36,903,452	42,920,704
-	-	-	-	-	132,376,738	171,724,698
-	-	44,716,278	-	-	104,487,398	106,814,756
160,572,622	-	13,129,800	-	-	173,702,422	156,719,641
209,363,142	162,304	57,846,078	603,494	22,985,297	719,067,202	715,106,883
-	9,930,614	-	-	-	1,519,066,071	1,429,357,830
-	-	-	-	-	16,583,500	17,629,149
3,558,628,921	-	-	-	-	3,558,628,921	3,719,166,916
-	-	2,777,515,557	-	-	2,777,515,557	2,790,643,321
-	-	-	-	-	-	-
3,558,628,921	9,930,614	2,777,515,557	-	-	7,871,794,049	7,956,797,216
3,767,992,063	10,092,918	2,835,361,635	603,494	22,985,297	8,590,861,251	8,671,904,099
17,409,854	-	-	-	-	17,409,854	22,237,896
-	62,422,590	-	-	-	225,746,343	-
-	-	-	-	-	29,483,991	58,967,982
-	-	-	-	-	129,615,010	139,563,046
17,409,854	62,422,590	-	-	-	402,255,198	220,768,924
$ 3,250,287,824	$ 731,503,163	$ (2,724,274,970)	$ 11,500,409	$ 23,554,839	$ 415,360,831	$ 560,681,570

(1) Note B.

FUNDS AVAILABLE FOR TRANSFER - MONTH

NEW YORK STATE THRUWAY AUTHORITY

MONTH: May

YEAR: 2023

	PRESENT MONTH	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 81,525,203	$ 79,392,385
Adjustment to Cash Basis	(3,904,858)	(3,913,490)
AVAILABLE REVENUE	77,620,345	75,478,895
Transfer to:		
Thruway Operating Fund (1)	31,404,916	29,166,188
Debt Service - Senior General Revenue Bonds	16,555,512	20,080,507
Reserve Maintenance Fund	16,597,413	10,406,831
Debt Service - General Revenue Junior Indebtedness Obligations	7,062,504	3,825,369
Facilities Capital Improvement Fund	1,000,000	2,000,000
General Reserve Fund	5,000,000	10,000,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $19,293, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of $32,303, which is funded via transfers to the Environmental Remediation Reserve.

FUNDS AVAILABLE FOR TRANSFER - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: May

YEAR: 2023

	YEAR-TO-DATE	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 363,061,051	$ 345,993,829
Adjustment to Cash Basis	(2,407,527)	1,628,038
AVAILABLE REVENUE	360,653,524	347,621,867
Transfer to:		
Thruway Operating Fund (1)	156,568,344	162,293,445
Debt Service - Senior General Revenue Bonds	100,843,687	101,558,321
Reserve Maintenance Fund	34,335,618	35,871,716
Debt Service - General Revenue Junior Indebtedness Obligations	43,303,787	19,398,385
Facilities Capital Improvement Fund	1,000,000	3,000,000
General Reserve Fund	24,602,088	25,500,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $34,896, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of $55,503, which is funded via transfers to the Environmental Remediation Reserve.

DEBT SERVICE
NEW YORK STATE THRUWAY AUTHORITY

AS OF May
YEAR 2023

BONDS & NOTES	OUTSTANDING PRINCIPAL	CURRENT YEAR ACCRUAL REQUIREMENTS	CURRENT MONTH ACCRUALS	ACCRUALS YEAR TO DATE	PAYMENTS YEAR TO DATE
GENERAL REVENUE BONDS					
Principal					
Series J	$ 560,055,000	$ 42,090,000	$ 3,507,500	$ 17,537,500	$ 16,940,000
Series K	629,375,000	30,860,000	2,571,667	12,858,333	29,395,000
Series L	401,960,000	35,675,000	2,972,917	14,864,583	57,245,000
Series M	857,625,000	17,920,000	1,493,333	7,466,667	-
Series N	450,000,000	-	-	-	-
Series O	540,090,000	-	-	-	9,390,000
Total Principal	3,439,105,000	126,545,000	10,545,417	52,727,083	112,970,000
Interest					
Series J	January 1 & July 1	$ 27,054,700	$ 2,254,558	$ 11,272,792	$ 13,900,850
Series K	January 1 & July 1	31,018,938	2,584,912	12,924,558	16,240,569
Series L	January 1 & July 1	19,062,113	1,588,509	7,942,547	10,951,031
Series M	January 1 & July 1	26,266,236	2,188,853	10,944,265	13,133,118
Series N	January 1 & July 1	18,585,000	1,548,750	7,743,750	9,292,500
Series O	January 1 & July 1	21,463,700	1,788,642	8,943,208	10,966,600
Total Interest		143,450,687	11,954,224	59,771,120	74,484,668
TOTAL GENERAL REVENUE BONDS	$ 3,439,105,000	$ 269,995,687	$ 22,499,641	$ 112,498,203	$ 187,454,668
GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS					
Principal					
Series 2016A	$ 849,250,000	$ 250,000	$ 20,833	$ 104,167	$ 250,000
Series 2019B	1,690,435,000	1,200,000	100,000	500,000	1,140,000
Total Principal	2,539,685,000	1,450,000	120,833	604,167	1,390,000
Interest					
Series 2016A	January 1 & July 1	40,922,250	3,504,392	17,069,778	20,466,125
Series 2019B	January 1 & July 1	66,351,600	5,529,300	27,646,500	33,204,300
Total Interest		107,273,850	9,033,692	44,716,278	53,670,425
TOTAL GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS 2016A & 2019B	$ 2,539,685,000	$ 108,723,850	$ 9,154,525	$ 45,320,445	$ 55,060,425

COMPARATIVE SUMMARY STATEMENT OF DEPARTMENT
OPERATING EXPENSES AND BUDGET
NEW YORK STATE THRUWAY AUTHORITY

MONTH: May
YEAR: 2023

DEPARTMENT OR OFFICE	EXPENSES		ANNUAL BUDGETED AMOUNT (1)	ANNUAL BUDGETED BALANCE	% OF YEAR TO DATE EXPENSE TO ANNUAL BUDGET (2)	
	CURRENT MONTH	YEAR TO DATE				
BOARD AND EXECUTIVE	$ 27,432	$ 163,433	$ 1,233,944	$ 1,070,511	13.24	
PROCUREMENT SERVICES	187,040	847,776	2,480,002	1,632,226	34.18	
MEDIA RELATIONS & COMMUNICATIONS	45,736	224,019	550,585	326,566	40.69	
STRATEGIC EXCELLENCE	53,177	260,076	863,515	603,439	30.12	
LEGAL	200,355	972,070	2,541,492	1,569,422	38.25	
AUDIT & MANAGEMENT SERVICES	44,164	215,795	801,596	585,801	26.92	
ADMINISTRATIVE SERVICES	411,643	1,909,911	5,935,516	4,025,605	32.18	
INFORMATION TECHNOLOGY	1,445,302	5,549,754	30,743,527	25,193,773	18.05	
ENGINEERING SERVICES	745,935	2,620,513	7,023,132	4,402,619	37.31	
MAINTENANCE & OPERATIONS					39.13	
Thruway Maintenance	7,206,580	39,761,236	101,399,317	61,638,081	39.21	
Equipment Maintenance	2,988,246	14,834,322	37,052,451	22,218,129	40.04	
Traffic and Services	770,277	4,830,813	13,435,087	8,604,274	35.96	
FINANCE AND ACCOUNTS	408,177	2,163,378	6,803,961	4,640,583	31.80	
REVENUE MANAGEMENT	8,180,465	38,778,174	85,821,613	47,043,439	45.18	(3)
SUBTOTAL	22,714,529	113,131,270	296,685,738	183,554,468	38.13	
GENERAL CHARGES UNDISTRIBUTED	8,741,983	43,527,473	100,808,840	57,281,367	43.18	(3)
TOTAL DEPARTMENTAL EXPENSES (4)	31,456,512	156,658,743	397,494,578	240,835,835	39.41	
ADJUSTMENT FOR CLAIMS, ENVIRONMENTAL REMEDIATION & OTHER PROVISIONS	(51,596)	(90,399)	-	90,399	-	
FEDERAL AND OTHER REIMBURSEMENTS	-	-	-	-	-	
TOTAL FUNDED THRUWAY OPERATING EXPENSES AND PROVISIONS	31,404,916	156,568,344	$ 397,494,578	$ 240,926,234	39.39	
TOTAL THRUWAY OPERATING EXPENSES AND PROVISIONS	$ 31,404,916	$ 156,568,344				

(1) Total Annual Budgeted Amount includes Resolutions through Board Meeting Number 758 held on June 27, 2023.

(2) Normal Expense Percentage through this month is 41.67%.

(3) Note D.

(4) Note C.

CAPITAL PROGRAM SUMMARY

NEW YORK STATE THRUWAY AUTHORITY

MONTH: May
YEAR: 2023

Funded From	Reserve Maintenance Fund	General Reserve Fund	Facilities Capital Improvement Fund (1)	Construction Fund (2)	
	Capital Projects and Equipment	State Police	Governor Mario M. Cuomo Bridge	Capital Projects	Summary Totals
Beginning Balances	$ 185,663,559	$ 48,327,404	$ 5,392,046	$ 170,071,845	$ 409,454,854
Receipts					
Provisions (3)	$ 34,335,618	$ 24,602,088	$ 1,000,000	N/A	$ 59,937,706
Net Proceeds from Bond Issuance	-	-	-	-	-
Auction/Settlement Proceeds	45,485	N/A	N/A	-	45,485
Interest Earnings	N/A	N/A	-	2,857,798	2,857,798
Federal and Other Aid	238,799	-	-	-	238,799
Total	$ 34,619,902	$ 24,602,088	$ 1,000,000	$ 2,857,798	$ 63,079,788
Capital Expenditures					
January	$ 3,260,419	$ -	$ 51,070	$ 9,800,537	$ 13,112,026
February	4,725,945	-	678,817	4,376,409	9,781,171
March	3,217,148	-	609,254	8,019,427	11,845,829
April	2,465,545	-	250,165	10,844,142	13,559,852
May	2,800,940	-	1,815,731	18,931,020	23,547,691
June	-	-	-	-	-
July	-	-	-	-	-
August	-	-	-	-	-
September	-	-	-	-	-
October	-	-	-	-	-
November	-	-	-	-	-
December	-	-	-	-	-
Subtotal	$ 16,469,997	$ -	$ 3,405,037	$ 51,971,535	$ 71,846,569
State Police Operating Expense	N/A	25,629,238	N/A	N/A	25,629,238
Interest Expense	N/A	-	-	N/A	-
Total	$ 16,469,997	$ 25,629,238	$ 3,405,037	$ 51,971,535	$ 97,475,807
Adjustments to Cash Basis					
Transfers to and from other funds	$ 39,463,308	$ 1,680,921	$ 1,960,232	$ 6,265,868	$ 49,370,329
Change in Receivables and Payables	(1,811,655)	(2,575,403)	27,253	-	(4,359,805)
Total	$ 37,651,653	$ (894,482)	$ 1,987,485	$ 6,265,868	$ 45,010,524
Ending Balances	$ 241,465,117	$ 46,405,772	$ 4,974,494	$ 127,223,976	$ 420,069,359
Budgeted					
Provisions	$ 66,986,527	$ 69,095,972	$ -	N/A	$ 136,082,499
Expenditures	$ 91,986,527	$ 189,038	$ 45,000,000	$ 275,603,580	$ 412,779,145

(1) The Facilities Capital Improvement Fund includes funds to pay Governor Mario M. Cuomo Bridge project costs. These project costs are detailed on page 12.
(2) The Construction Fund is used to account for proceeds from the issuance of General Revenue Bonds. It includes funds to pay Capital Program costs, as well as interest and issuance costs on the General Revenue Bonds, Series O.
(3) See page 8.

GOVERNOR MARIO M. CUOMO BRIDGE

New York State Thruway Authority

MONTH: May

YEAR: 2023

	Monthly	Year-to-Date	Life-to-Date
Funding Sources:			
Thruway Revenues	$ 1,815,731	$ 3,405,037	$ 128,923,691
Debt Proceeds	-	-	2,492,259,475
State of New York	-	-	1,200,000,000
NYSDOT	-	-	33,157,570
MTA	-	-	35,511,512
Other	-	-	1,561,452
Total Funding Sources	$ 1,815,731	$ 3,405,037	$ 3,891,413,700
Expenditures: (1)			
Pre-Design-Build	$ -	$ -	$ 152,801,305
Design-Build:			
Design-Build Contract	$ -	$ -	$ 3,446,457,071
Construction Contracts	34,624	216,306	54,400,122
Engineering Agreements	1,694,843	2,800,589	167,296,167
Financial & Legal Agreements	10,068	25,388	4,855,623
Governmental Support Services	-	-	4,368,858
Community Benefit	-	-	9,724,598
Thruway Staff	76,196	362,754	46,721,698
Real Property Acquisitions	-	-	2,727,295
Other	-	-	2,060,963
Total Design-Build	$ 1,815,731	$ 3,405,037	$ 3,738,612,395
Total Expenditures	$ 1,815,731	$ 3,405,037	$ 3,891,413,700

(1) Capitalized interest costs and costs associated with work performed, but not yet paid for, are excluded from this page.

GROSS SALES OF RESTAURANTS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: May
Year: 2023

GROSS SALES (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
EMPIRE STATE THRUWAY PARTNERS, LLC							
Ardsley	$ -	$ -	-	$ -	$ -	$ -	-
Sloatsburg	661,781	678,614	(2.48)	2,802,405	2,438,895	363,510	14.90
Plattekill	1,100,205	-	-	1,100,205	-	1,100,205	-
Ulster	545,637	561,785	(2.87)	2,482,991	2,357,810	125,181	5.31
New Baltimore	-	-	-	-	-	-	-
Pattersonville	398,014	446,187	(10.80)	1,511,673	1,507,170	4,503	0.30
Indian Castle	823,056	-	-	2,490,749	-	2,490,749	-
Iroquois	592,345	-	-	1,992,206	-	1,992,206	-
Oneida	-	350,522	(100.00)	-	1,208,922	(1,208,922)	(100.00)
Chittenango	575,147	-	-	2,336,307	-	2,336,307	-
Junius Ponds	664,425	-	-	2,497,628	-	2,497,628	-
Clifton Springs	926,175	-	-	1,680,066	-	1,680,066	-
Seneca	-	226,308	(100.00)	-	833,666	(833,666)	(100.00)
Scottsville	342,836	393,724	(12.92)	1,336,175	1,320,736	15,439	1.17
Pembroke	-	-	-	-	-	-	-
Clarence	-	-	-	-	-	-	-
TOTAL SALES	$ 6,629,621	$ 2,657,140	149.50	$ 20,230,405	$ 9,667,199	$ 10,563,206	109.27
EMPIRE STATE THRUWAY PARTNERS, LLC/McDONALD'S CORPORATION							
Ramapo	$ -	$ 399,121	(100.00)	$ -	$ 1,586,005	$ (1,586,005)	(100.00)
Modena	185,546	494,381	(62.47)	754,264	2,157,419	(1,403,155)	(65.04)
Malden	155,496	619,374	(74.89)	1,023,809	2,655,898	(1,632,089)	(61.45)
Guilderland	100,206	233,186	(57.03)	351,355	830,444	(479,089)	(57.69)
Mohawk	77,402	289,235	(73.24)	256,546	1,061,065	(804,519)	(75.82)
Schuyler	-	312,705	(100.00)	77,517	1,165,457	(1,087,940)	(93.35)
DeWitt	114,765	173,738	(33.94)	394,234	637,583	(243,349)	(38.17)
Warners	-	409,276	(100.00)	-	1,488,391	(1,488,391)	(100.00)
Port Byron	-	385,847	(100.00)	151,846	1,364,472	(1,212,626)	(88.87)
Ontario	159,601	306,182	(47.87)	558,112	1,059,083	(500,971)	(47.30)
Angola	196,058	645,186	(69.61)	650,486	2,295,254	(1,644,768)	(71.66)
TOTAL SALES	$ 989,074	$ 4,268,231	(76.83)	$ 4,218,169	$ 16,301,071	$ (12,082,902)	(74.12)
GRAND TOTALS							
SALES	$ 7,618,695	$ 6,925,371	10.01	$ 24,448,574	$ 25,968,270	$ (1,519,696)	(5.85)

(1) Note E.

GALLONS OF MOTOR FUEL DELIVERED TO GAS STATIONS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: May
Year: 2023

GALLONS OF MOTOR FUEL (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
SUNOCO, INC.							
Ardsley	111,980	104,799	6.85	409,830	909,243	(499,413)	(54.93)
Ramapo	154,028	226,231	(31.92)	750,818	1,407,710	(656,892)	(46.66)
Sloatsburg	273,836	244,357	12.06	1,138,367	1,603,276	(464,909)	(29.00)
Modena	186,367	219,299	(15.02)	866,178	1,361,645	(495,467)	(36.39)
Plattekill	234,983	161,233	45.74	784,474	1,068,624	(284,150)	(26.59)
Ulster	259,168	265,065	(2.22)	1,171,791	1,817,872	(646,081)	(35.54)
Oneida	101,950	196,154	(48.03)	402,830	1,212,439	(809,609)	(66.78)
Chittenango	213,044	105,650	101.65	889,154	700,321	188,833	26.96
DeWitt	117,271	111,660	5.03	460,020	650,794	(190,774)	(29.31)
Junius Ponds	239,923	98,790	142.86	942,730	581,478	361,252	62.13
Clifton Springs	270,200	137,279	96.83	744,061	667,283	76,778	11.51
Ontario	192,364	186,659	3.06	701,305	935,978	(234,673)	(25.07)
Pembroke	144,555	154,325	(6.33)	543,371	724,757	(181,386)	(25.03)
Clarence	152,899	155,330	(1.57)	529,981	805,677	(275,696)	(34.22)
Angola E	220,046	227,336	(3.21)	769,574	1,171,831	(402,257)	(34.33)
Angola W	181,576	193,950	(6.38)	666,130	1,212,453	(546,323)	(45.06)
TOTAL GALLONS	3,054,190	2,788,117	9.54	11,770,614	16,831,381	(5,060,767)	(30.07)
DUNNE-MANNING, INC							
Malden	144,879	248,453	(41.69)	880,535	1,116,820	(236,285)	(21.16)
New Baltimore	191,321	182,529	4.82	819,992	787,293	32,699	4.15
Guilderland	123,907	183,220	(32.37)	561,939	684,999	(123,060)	(17.96)
Pattersonville	217,610	232,710	(6.49)	878,337	939,240	(60,903)	(6.48)
Mohawk	98,615	193,631	(49.07)	422,588	703,526	(280,938)	(39.93)
Indian Castle	253,141	112,007	126.00	928,557	432,485	496,072	114.70
Iroquois	217,809	114,112	90.87	728,370	436,986	291,384	66.68
Schuyler	44,006	179,815	(75.53)	295,933	699,331	(403,398)	(57.68)
Warners	104,502	244,488	(57.26)	478,346	969,335	(490,989)	(50.65)
Port Byron	70,401	215,503	(67.33)	471,896	774,946	(303,050)	(39.11)
Seneca	88,599	176,899	(49.92)	340,040	715,002	(374,962)	(52.44)
Scottsville	197,521	209,499	(5.72)	759,246	762,601	(3,355)	(0.44)
TOTAL GALLONS	1,752,311	2,292,866	(23.58)	7,565,779	9,022,564	(1,456,785)	(16.15)
GRAND TOTALS							
GALLONS	4,806,501	5,080,983	(5.40)	19,336,393	25,853,945	(6,517,552)	(25.21)

(1) The closure of certain service area restaurant locations has negatively impacted gallons delivered to the gas stations at those locations.

See Note E for additional information.

LEASE REVENUES (1)
NEW YORK STATE THRUWAY AUTHORITY

Month: May
Year: 2023

Leasee Lease Number - Lease Term	CURRENT YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	PREVIOUS YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	Change in Total Revenue	% of Change
FIBER OPTIC USER AGREEMENTS/SHORT-TERM USE PERMITS								
Crown Castle Fiber LLC X010623 - 9/30/22-9/29/45	$ 16,857	$ -	$ 16,857	$ -	$ -	$ -	$ 16,857	-
FirstLight Fiber, Inc. X010629 - 10/11/22-10/10/42	38,101	27,584	65,685	-	-	-	65,685	-
Level 3 Communications, LLC X010619 - 2/18/22-2/17/42	1,671,298	499,635	2,170,933	1,326,853	-	1,326,853	844,080	63.62
Level 3 Communications, LLC X010620 - 3/23/22-3/22/27	293,030	8,583	301,613	175,757	-	175,757	125,856	71.61
MCI Communications LLC X010624 - 11/22/22-11/21/25	87,960	2,107	90,067	-	-	-	90,067	-
MCI Communications LLC X010625 - 12/20/22-12/19/32	514,479	154,038	668,517	-	-	-	668,517	-
Power Authority of the State of New York X010566 - 11/2/21-11/2/41	74,949	28,461	103,410	80,560	-	80,560	22,850	28.36
PEG Bandwidth NY Telephone Corp. X010628 - 7/20/22-7/20/42	45,223	26,881	72,104	-	-	-	72,104	-
PEG Bandwidth NY Telephone Corp. X010675 - 8/3/22-8/2/27	138,022	17,938	155,960	-	-	-	155,960	-
QCSTelecom, Inc. X010630 - 2/18/22-2/17/42	36,059	15,764	51,823	28,468	-	28,468	23,355	82.04
Rogers Telecom (US) Inc. X010627 - 9/30/22-9/29/42	447,504	308,018	755,522	-	-	-	755,522	-
Zayo Group LLC X010622 - 2/18/22-2/17/42	36,678	3,184	39,862	29,288	-	29,288	10,574	36.10
Short-term User Permits (2)				2,462,674	-	2,462,674	(2,462,674)	(100.00)
Total	$ 3,400,160	$ 1,092,193	$ 4,492,353	$ 4,103,600	$ -	$ 4,103,600	$ 388,753	9.47
PUBLIC-PRIVATE PARTNERSHIP/LEASES - SERVICE AREA RESTAURANTS								
Empire State Thruway Partners, LLC X010535 - 3/30/21-6/30/54								
Rent provisions	$ 389,836	$ 377,981	$ 767,817	$ -	$ -	$ -	$ 767,817	-
Investment in new Service Areas	549,920	-	549,920	-	-	-	549,920	-
McDonald's Corporation (3) X197808 - 10/1/91-12/31/22	132,614	-	132,614	978,063	-	978,063	(845,449)	(86.44)
Total	$ 1,072,370	$ 377,981	$ 1,450,351	$ 978,063	$ -	$ 978,063	$ 472,288	48.29
FUEL STATION LEASES								
Sunoco, Inc. X100845 - 4/1/07-3/31/27	$ 502,160	$ 47,463	$ 549,623	$ 458,044	$ -	$ 458,044	$ 91,579	19.99
Dunne-Manning, Inc. X100844 - 4/1/07-3/31/27	866,528	93,765	960,293	465,636	-	465,636	494,657	106.23
Total	$ 1,368,688	$ 141,228	$ 1,509,916	$ 923,680	$ -	$ 923,680	$ 586,236	63.47
Total Fiber Optic User Fees	$ 3,400,160	$ 1,092,193	$ 4,492,353	$ 4,103,600	$ -	$ 4,103,600	$ 388,753	9.47
Total Service Areas	$ 2,441,058	$ 519,209	$ 2,960,267	$ 1,901,743	$ -	$ 1,901,743	$ 1,058,524	55.66
GRAND TOTALS	$ 5,841,218	$ 1,611,402	$ 7,452,620	$ 6,005,343	$ -	$ 6,005,343	$ 1,447,277	24.10

(1) Note B.

(2) Prior to entering long-term user agreements for the fiber optic system the Authority entered into short-term permits with users.

(3) 2023 lease revenue is comprised of an adjustment for minimum amounts guaranteed for prior years though December 31, 2022.

NOTE A - TOTAL REVENUES (pages 1 & 2):

Total revenues for the month are $78,486,079, a decrease of $243,881 or 0.31%. Toll revenues for the month are $72,681,058, an increase of $173,883 or 0.24%.

Total revenues year-to-date are $347,108,640, an increase of $1,850,166 or 0.54%. Toll revenues year-to-date are $315,330,430, an increase of $4,537,411 or 1.46%. Year-to-date passenger revenues increased $11,050,909 or 7.01% and commercial revenues decreased $6,513,498 or 4.25%.

NOTE B - GASB 87, LEASES AND GASB 94, PUBLIC-PRIVATE PARTNERSHIPS (pages 1, 2, 3, 4, 6 & 15):

Effective December 2022 the Authority adopted GASB Statement No. 87, Leases and GASB Statement 94, Public-Private Partnerships. The primary objective of these statements is to enhance the relevance and consistency of information about governments' leasing activities. The statements establish a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset.

Under GASB 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources for obligations and/or revenues that are fixed in nature.

Under GASB 94, if a government is a lessor in a public-private partnership that requires a leasee to make a significant capital investment to construct assets on behalf of a lessor, the lessor is required to recognize the capital assets at the time they are placed in service with a corresponding deferred inflow equal to the amount invested by a leasee. In addition, a lessor is required to recognize a lease receivable and a deferred inflow of resources for revenues that are fixed in nature.

As of May 31, 2023, the Authority is the lessee on several office space and communication tower leases with remaining terms of 1 to 9 years; and is the lessor on the agreements detailed on Page 15.

In addition, the Authority is the lessor in a public-private partnership agreement for the design, construction, finance, operation and maintenance of the Authority’s 27 Service Areas. This agreement is subject to GASB 94. Additional information can be found on Page 15 and Note E.

May 2022 results have not been restated to comply with these accounting standards.

NOTE C - TOTAL DEPARTMENTAL OPERATING EXPENSES (pages 4 & 10):

For the year, Departmental Operating Expenses are $156,658,743, a decrease of $5,583,384 or 3.44% compared with May 2022.

The decrease is primarily due to lower costs associated with prior year marketing fees related to the fiber optic system, snow and ice control, and Tolls by Mail administration. These decreases were partially offset by higher costs associated with health insurance, an increase to special contracts for the Auto Work Zone Safety Program, and timing of maintenance and repairs to equipment payments.

A comparison of General Charges Undistributed for the year is as follows:

	YTD 2023	YTD 2022	CHANGE
Pensions - Funded	$ 7,500,000	$ 7,500,000	$ -
Health Insurance - Retirees - Funded	15,116,225	14,049,368	1,066,857
Health Insurance - Active Employees	11,957,444	11,118,264	839,180
Employee Benefit Fund	2,305,957	2,344,856	(38,899)
Social Security	4,008,178	3,985,351	22,827
Compensation Insurance	3,000,338	3,000,390	(52)
Unemployment Insurance	12,839	89,930	(77,091)
Survivor's Benefits	27,000	12,000	15,000
Benefits Allocated to Other Funds	(3,249,492)	(3,138,847)	(110,645)
Insurance Premiums	1,877,778	1,716,629	161,149
Claims and Indemnity Expense	34,896	(70,901)	105,797
Reimbursement to Civil Service	202,084	202,084	-
Professional Services	196,549	152,264	44,285
Lease Expense	134,971	-	134,971
Environmental Expense	203,847	161,343	42,504
Net Remediation Expense	55,503	18,083	37,420
Other	143,356	615,944	(472,588)
Totals	$ 43,527,473	$ 41,756,758	$ 1,770,715

NOTE D - DEPARTMENTAL OPERATING EXPENSES AND BUDGET (page 10):

The following Departmental Operating Expenses exceeded the normal year-to-date expenditure percentage of 41.67%:

Revenue Management
The overrun of 3.51% is predominantly due to the timing of reimbursement of E-ZPass and Tolls by Mail administrative costs.

Undistributed Charges
The overrun of 1.51% is due to higher than budgeted Health Insurance costs.

NOTE E - SERVICE AREAS (pages 13, 14 & 16):

In January 2021 the Authority entered into a 33-year agreement with Empire State Thruway Partners, LLC (Empire) for the design, construction, finance, operation, and maintenance of the Authority's 27 Service Areas. Empire will rebuild 23 of the 27 service area restaurant buildings and perform significant renovations to the remaining four. Empire's initial investment to rebuild and renovate the service areas is estimated to be $300 million. Additionally, over the life of the agreement Empire will invest another $99 million into future renovations and improvements.

The initial construction work will occur in two phases as detailed below. Phase 1 began in July 2021 when Empire assumed control of 16 service areas previously operated by HMSHost Corporation and Delaware North Corporation. Phase 2 began in January 2023 when Empire assumed control of the remaining 11 service areas that were operated by McDonald's Corporation until December 2022.

Commencing with the reopening of each new restaurant building, the agreement requires Empire to pay rent calculated as a percentage of gross sales, subject to a guaranteed annual minimum per location. In addition, the agreement has ancillary rent provisions tied to the operation of commercial vehicle fueling stations at 5 of the service areas and advertising opportunities at all service areas. Sales generated by Empire during the operation of a restaurant prior to reconstruction (interim operations) are not subject to rent provisions. Over the life of the agreement, base rent calculated as a percentage of sales is forecasted to be $85 million, of which $51 million is guaranteed.

	Service Area	Status	Anticipated/Actual Re-Opening
Phase 1			
	Indian Castle	Re-opened	August 26, 2022
	Chittenango	Re-opened	September 12, 2022
	Junius Ponds	Re-opened	October 6, 2022
	Iroquois	Re-opened	February 14, 2023
	Clifton Springs	Re-opened	March 30, 2023
	Plattekill	Re-opened	May 3, 2023
	Ardsley	Re-opened	June 8, 2023
	Clarence	Re-opened	June 28, 2023
	New Baltimore	Re-opened	June 29, 2023
	Pembroke	Re-opened	July 13, 2023
	Oneida	Interim Operations	Quarter 4 2023
	Seneca	Interim Operations	Quarter 3 2023
	Sloatsburg	Interim Operations	Quarter 4 2023
	Pattersonville	Interim Operations	Quarter 1 2024
	Ulster	Interim Operations	Quarter 3 2024
	Scottsville	Interim Operations	Quarter 1 2024
Phase 2			
	Schuyler	Under Construction	Quarter 3 2023
	Port Byron	Interim Operations	Quarter 4 2023
	Warners	Under Construction	Quarter 1 2024
	Ramapo	Under Construction	Quarter 2 2024
	Malden	Interim Operations	Quarter 1 2024
	Guilderland	Interim Operations	Quarter 1 2024
	Angola	Interim Operations	Quarter 3 2024
	Ontario	Interim Operations	Quarter 1 2024
	Dewitt	Interim Operations	Quarter 3 2024
	Mohawk	Interim Operations	Quarter 4 2024
	Modena	Interim Operations	Quarter 3 2025



NEW YORK STATE OF OPPORTUNITY. Thruway Authority

Monthly Financial Report

May 2023
Supplement



Operating Results

Operating Expenses

Category	Year-To-Date 2022	2023	Change	Percent Change
Thruway Operating Expenses				
Admin and General	$4,342,286	$4,593,080	$250,794	5.8%
Information Technology	11,884,986	5,549,754	(6,335,232)	-53.3%
Engineering Services	2,506,866	2,620,513	113,647	4.5%
Maintenance & Operations				
Thruway Maintenance	39,668,779	39,761,236	92,457	0.2%
Equipment Maintenance	13,341,241	14,834,322	1,493,081	11.2%
Traffic and Services	4,213,892	4,830,813	616,921	14.6%
Finance and Accounts	2,496,385	2,163,378	(333,007)	-13.3%
Revenue Management	42,030,934	38,778,174	(3,252,760)	-7.7%
General Charges *	41,756,758	43,527,473	1,770,715	4.2%
Total Thruway Operating	$162,242,127	$156,658,743	($5,583,384)	-3.4%
Other Operating Expenses				
State Police**	$25,312,813	$25,629,238	$316,425	1.3%
Total Other Operating Expenses	$25,312,813	$25,629,238	316,425	1.3%
Total Operating Expenses	$187,554,940	$182,287,981	($5,266,959)	-2.8%

** Includes changes relative to unfunded OPEB and Pension Adjustment and are as follows:*

Pension Contributions	*$7,500,000*	*$7,500,000*	*$0*	*0.0%*
Pension Adjustment LT liability and deferred Pension resources	*0*	*$0*	*$0*	*-*
Unfunded Retiree Health Insur. & Other Benefits	*0*	*0*	*0*	*-*
Funded Health Insurance & Other Benefits	*27,512,488*	*29,379,626*	*1,867,138*	*6.8%*
Social Security	*3,985,351*	*4,008,178*	*22,827*	*0.6%*
Workers' Compensation Insurance	*3,000,390*	*3,000,338*	*(52)*	*0.0%*
Other General Charges	*(241,471)*	*(360,669)*	*(119,198)*	*49.4%*
Total General Charges	*$41,756,758*	*$43,527,473*	*$1,770,715*	*4.2%*

*** Reflects the State Police expenses that the Authority reimburses the State as part of the 2016/17 Approved State Budget as of 4/1/2016. This includes reimbursement for purchase of vehicles and equipment.*

Operating Revenues

Category	Year-To-Date 2022	2023	Change	Percent Change
Toll Revenue	$310,793,019	$315,330,430	$4,537,411	1.5%
Passenger Revenue	157,640,928	168,691,837	11,050,909	7.0%
Commercial Revenue	153,152,091	146,638,593	(6,513,498)	-4.3%
Toll Related Fees	27,326,407	25,244,590	(2,081,817)	-7.6%
E-ZPass Fees	5,098,352	5,364,895	266,543	5.2%
Toll by Mail Fees	21,165,732	18,797,681	(2,368,051)	-11.2%
Special Hauling	1,062,323	1,082,014	19,691	1.9%
Lease Revenues	6,005,343	5,841,218	(164,125)	-2.7%
Fiber Optic User Fees	4,103,600	3,400,160	(703,440)	-17.1%
Service Areas	1,901,743	2,441,058	539,315	28.4%
Other Revenues	1,133,705	692,402	(441,303)	-38.9%
Total Operating Revenue	$345,258,474	$347,108,640	$1,850,166	0.5%

**** Toll by Mail fee's are from the All Electronic Toll Collection operation at the Gov. Mario M. Cuomo Bridge Barrier that started April 2018 and for the North & South Grand Island Bridge Barriers in March 2018, Harriman 2018, Yonkers November 2018, New Rochelle*

Operating Budget vs. Actual

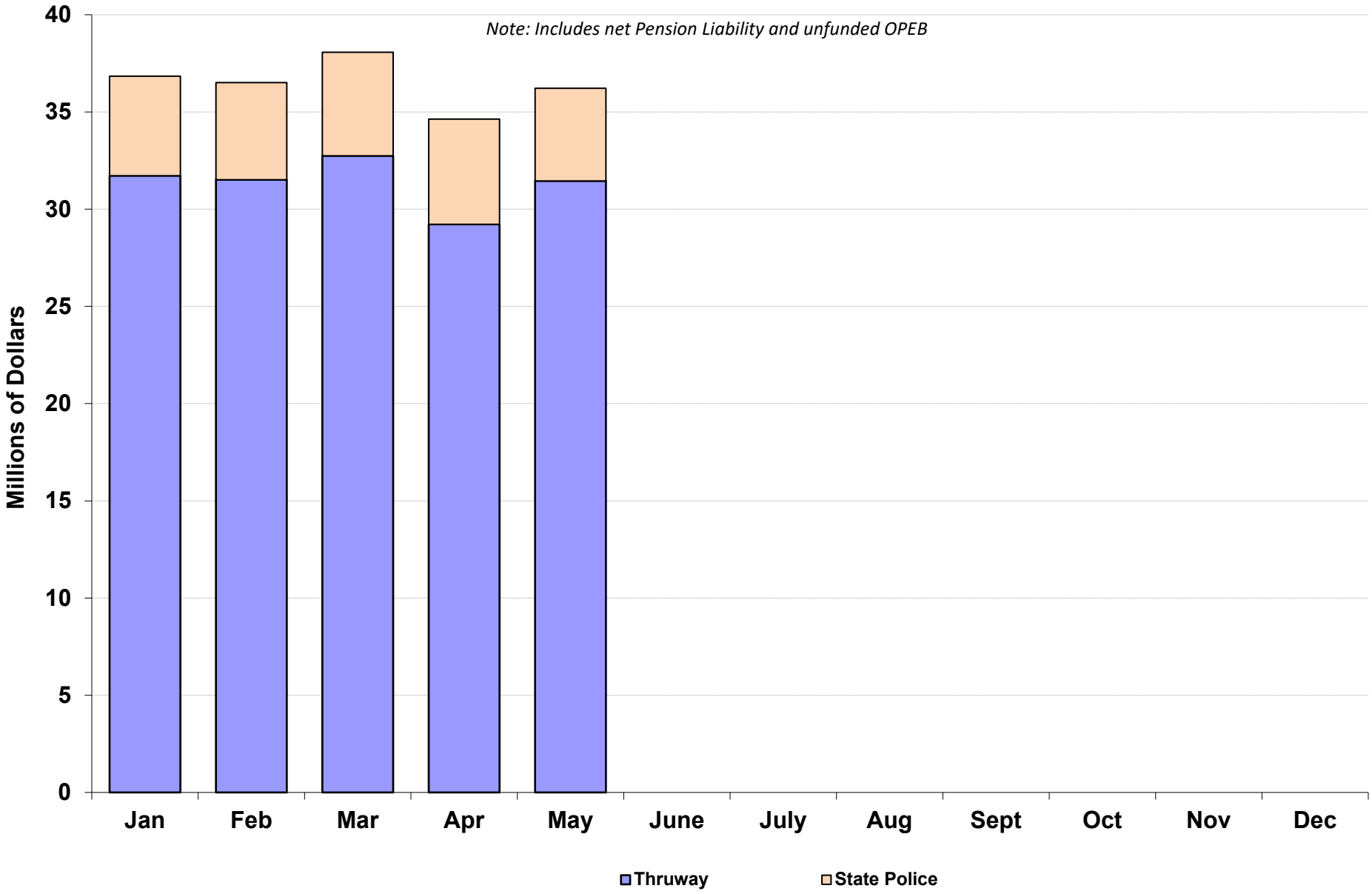
	Year-To-Date			
	2023 Budget	Actual	Difference	Percent Difference
Total Operating Expenses:				
Thruway Operating Expenses *	165,206,074	$156,568,344	($8,637,730)	-5.2%
Claims, Envir. Reserves	416,667	0	(416,667)	-100.0%
Other Operating Expenses- State Police **	28,711,223	25,629,238	(3,081,985)	-10.7%
Total Operating Expenses	$194,333,963	$182,197,582	($12,136,381)	-6.2%
Total Operating Revenues:				
Net Toll Revenue ***	$303,344,447	$315,330,430	$11,985,983	4.0%
Toll Related Fees	26,187,123	$25,244,590	(942,533)	-3.6%
Lease Revenues	5,895,833	$5,841,218	(54,615)	-0.9%
Other Revenues	4,758,333	$16,644,813	11,886,480	249.8%
Total Operating Revenue	$340,185,737	$363,061,051	$22,875,314	6.7%

** Excludes unfunded OPEB and adjustment of net Pension liability and changes in Inflows/outflows adopted in 2015 in accordance with GASB 68.*

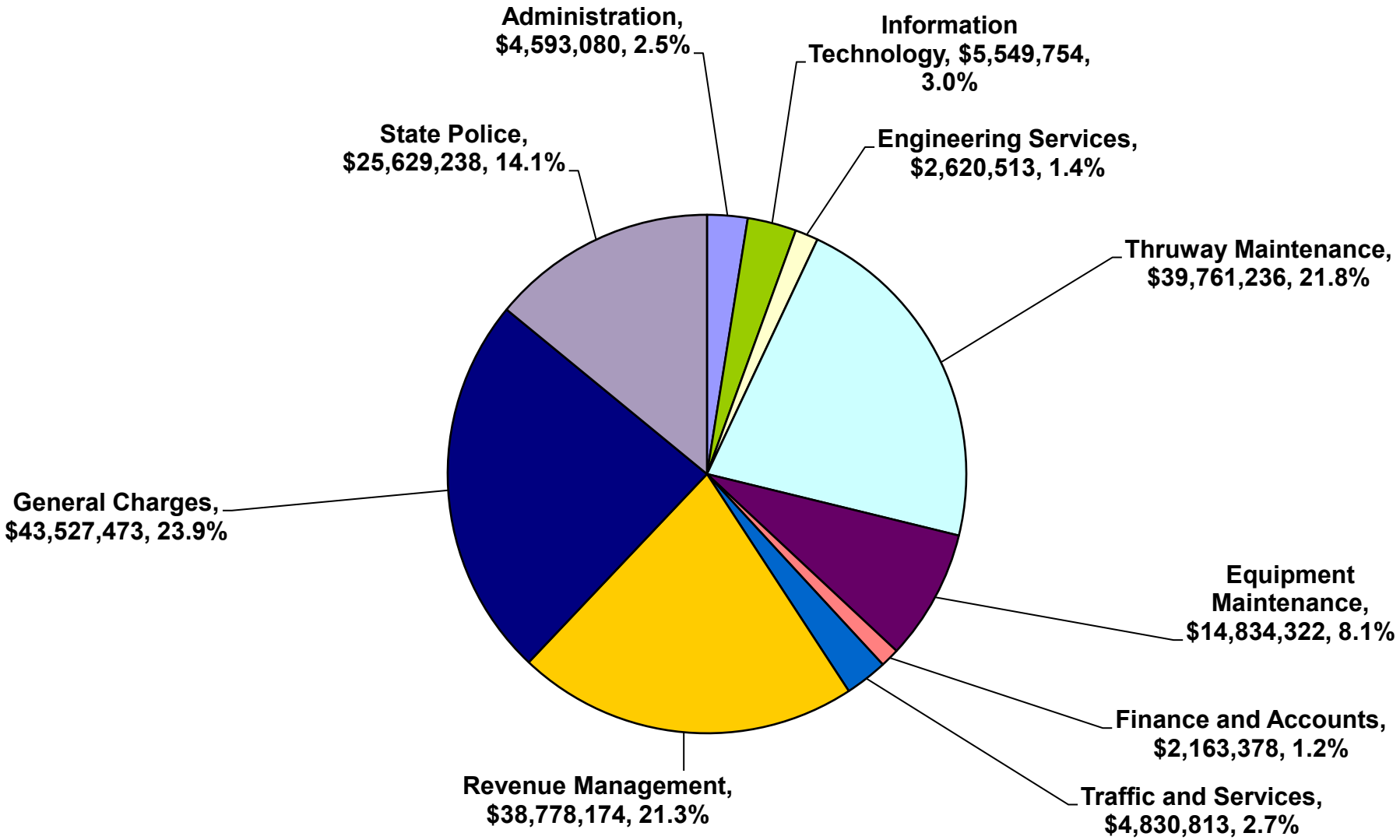
*** The State's 2016/17 Budget provides the Authority reimburse for State Police - Troop T costs as of 4/1/2016. This includes reimbursement for equipment and vehicles that are typically billed later in year.*

**** Includes the adjustment of accounts receiveable for Tolls by Mail which is outstanding and thus not available until paid.*

2023 YTD Operating Expenses

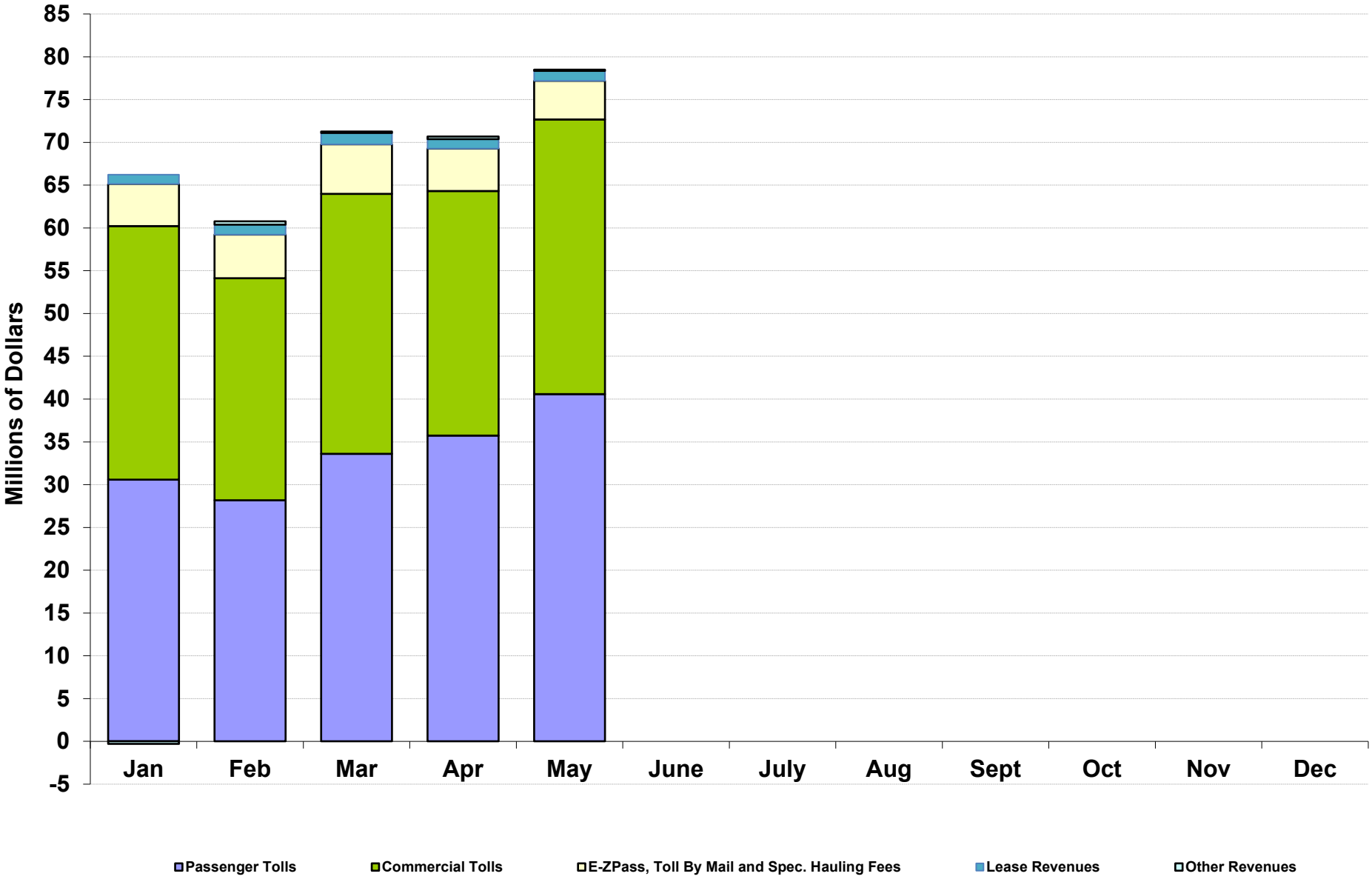


2023 YTD Operating Expenses

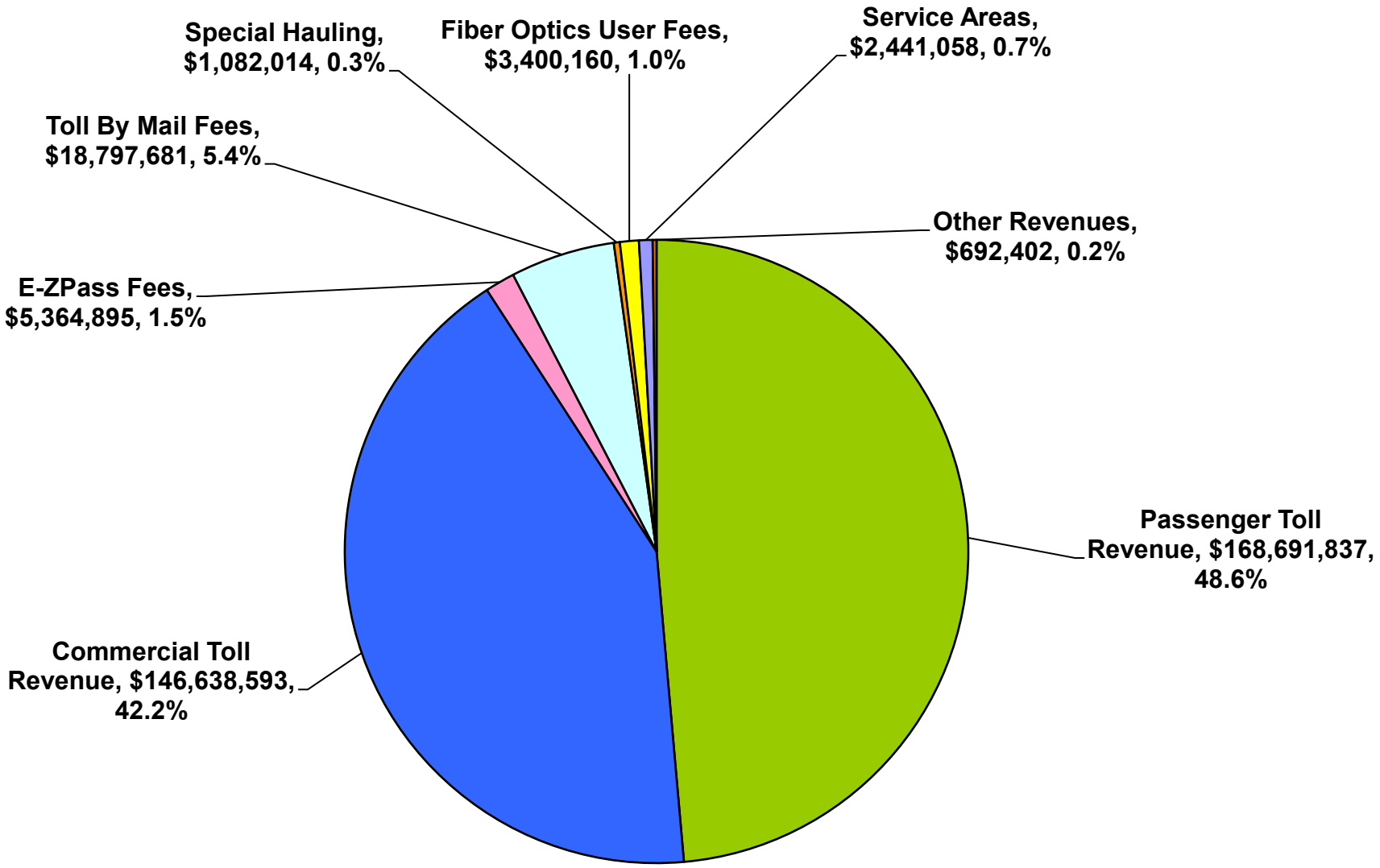


Note: General Charges include net Pension liability and unfunded OPEB

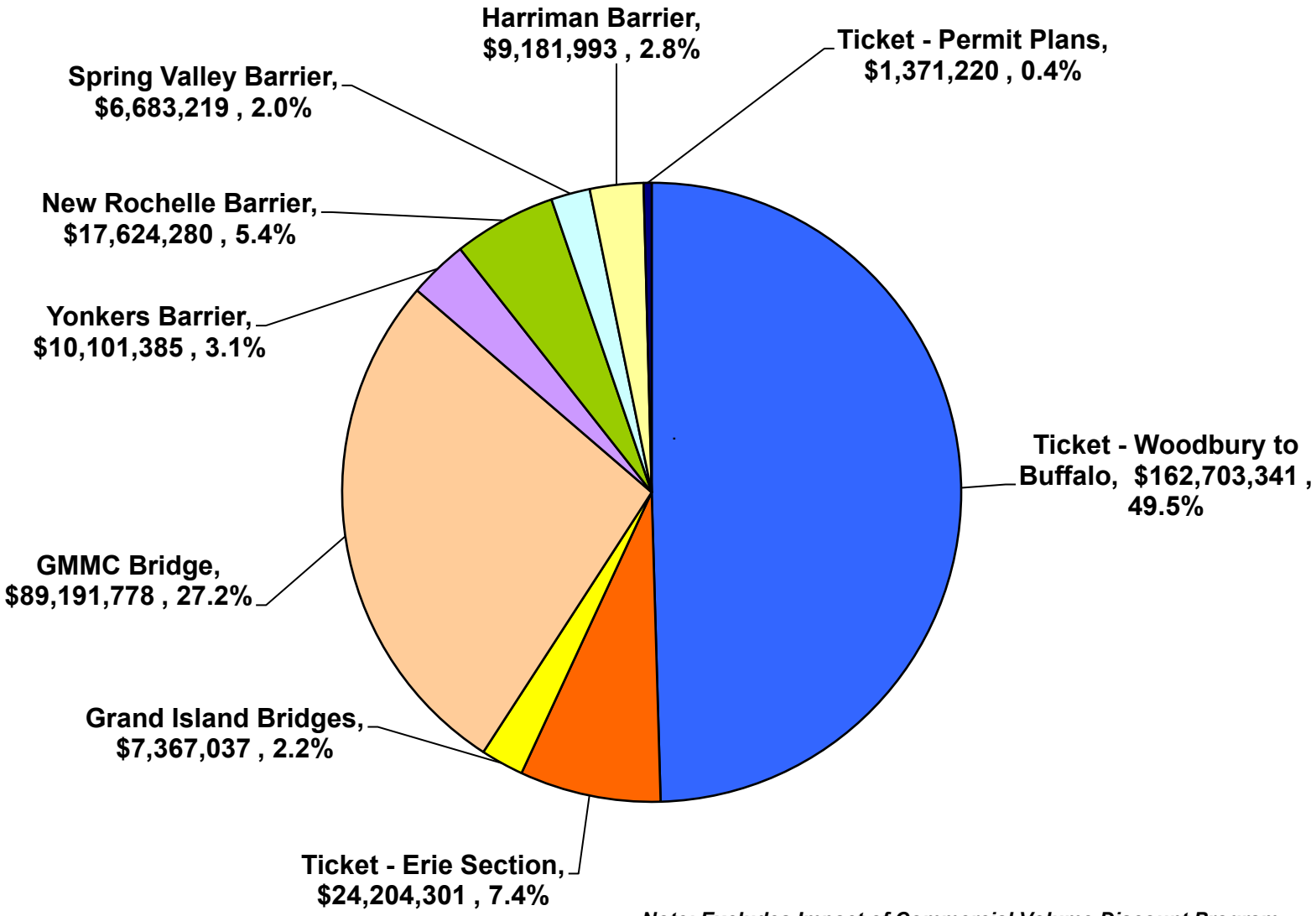
2023 YTD Operating Revenues



2023 YTD Operating Revenue

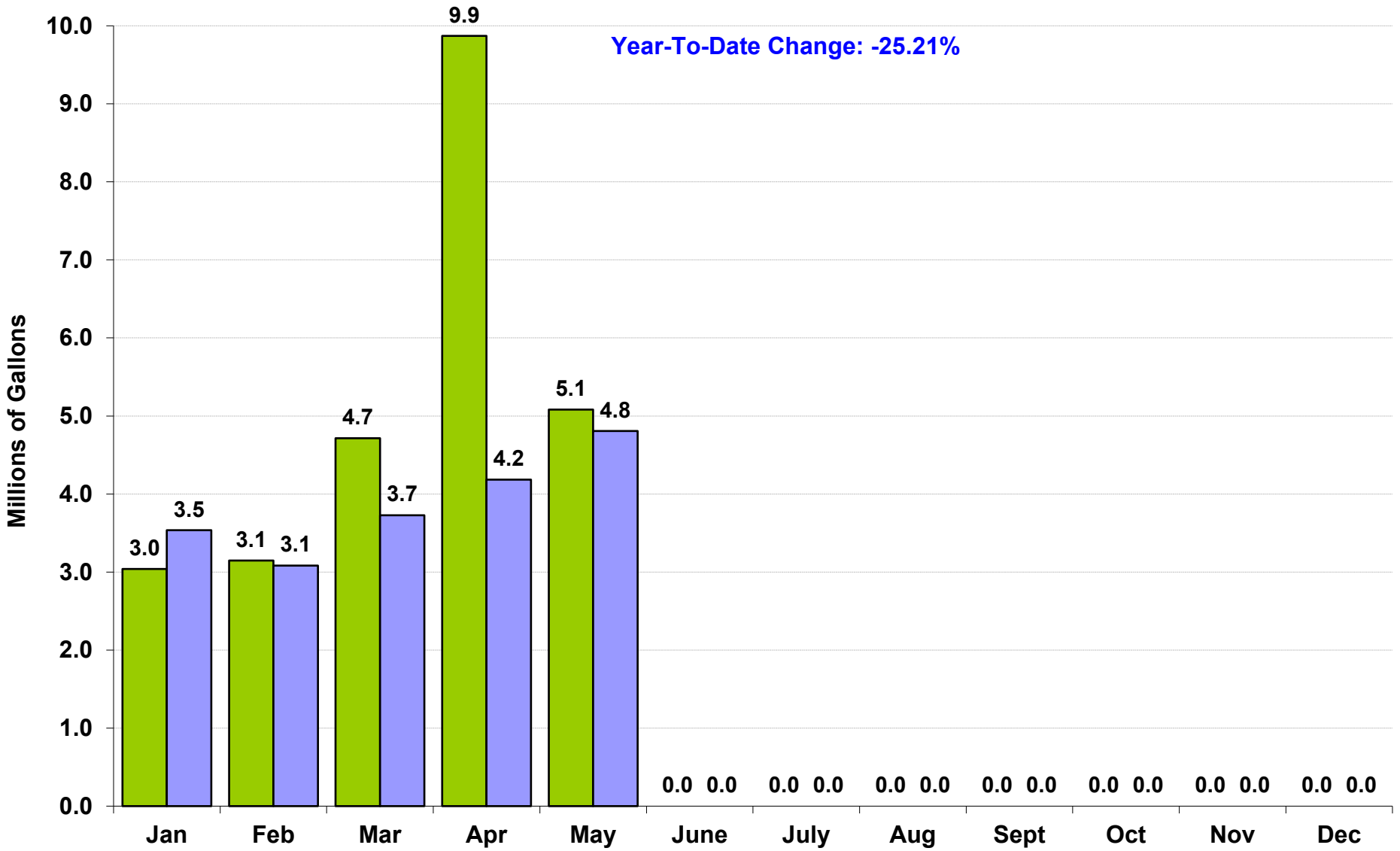


2023 YTD Toll Collections, By Location

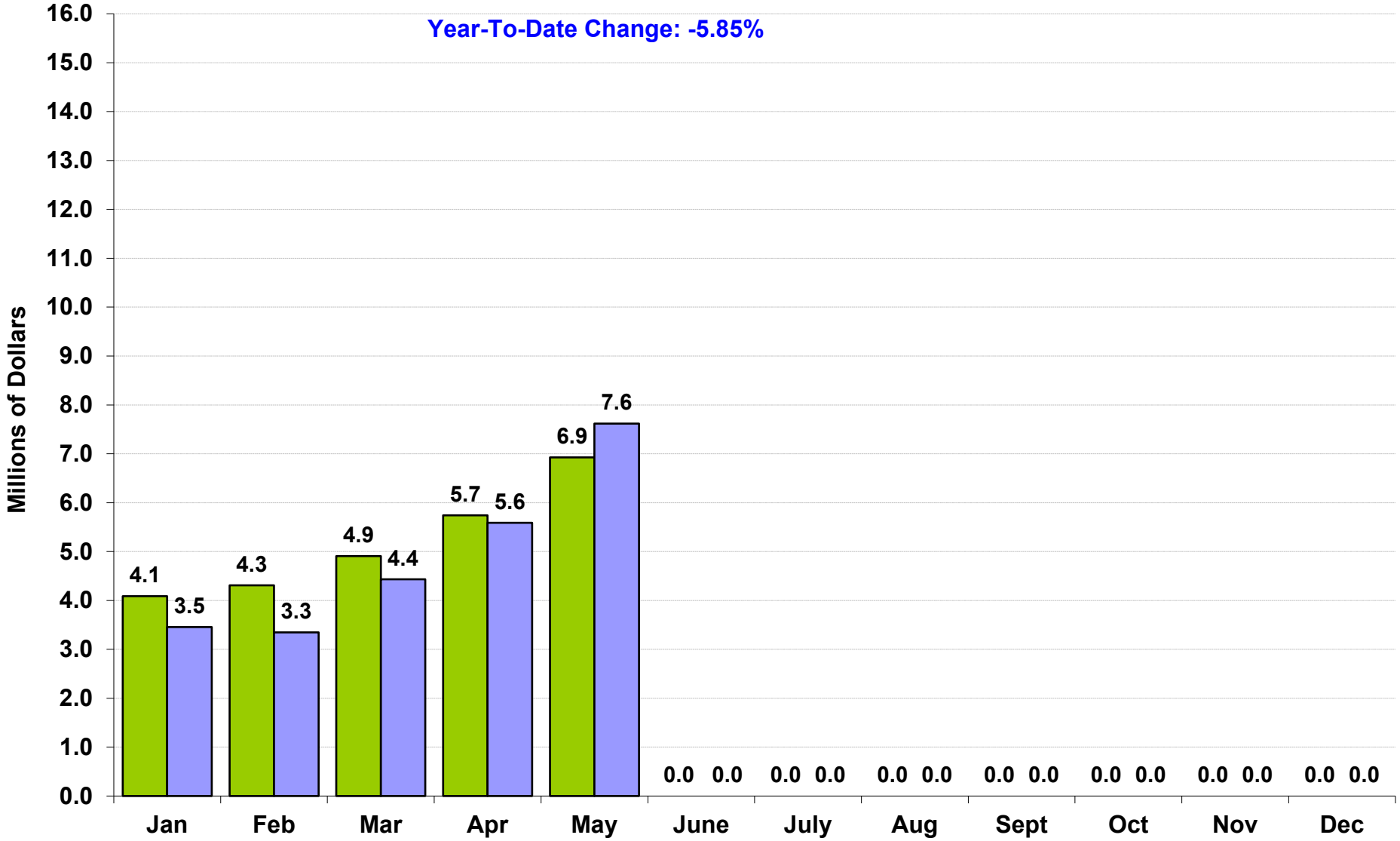


Note: Excludes Impact of Commercial Volume Discount Program.

Fuel Deliveries to Service Areas



Restaurant Sales at Service Plazas

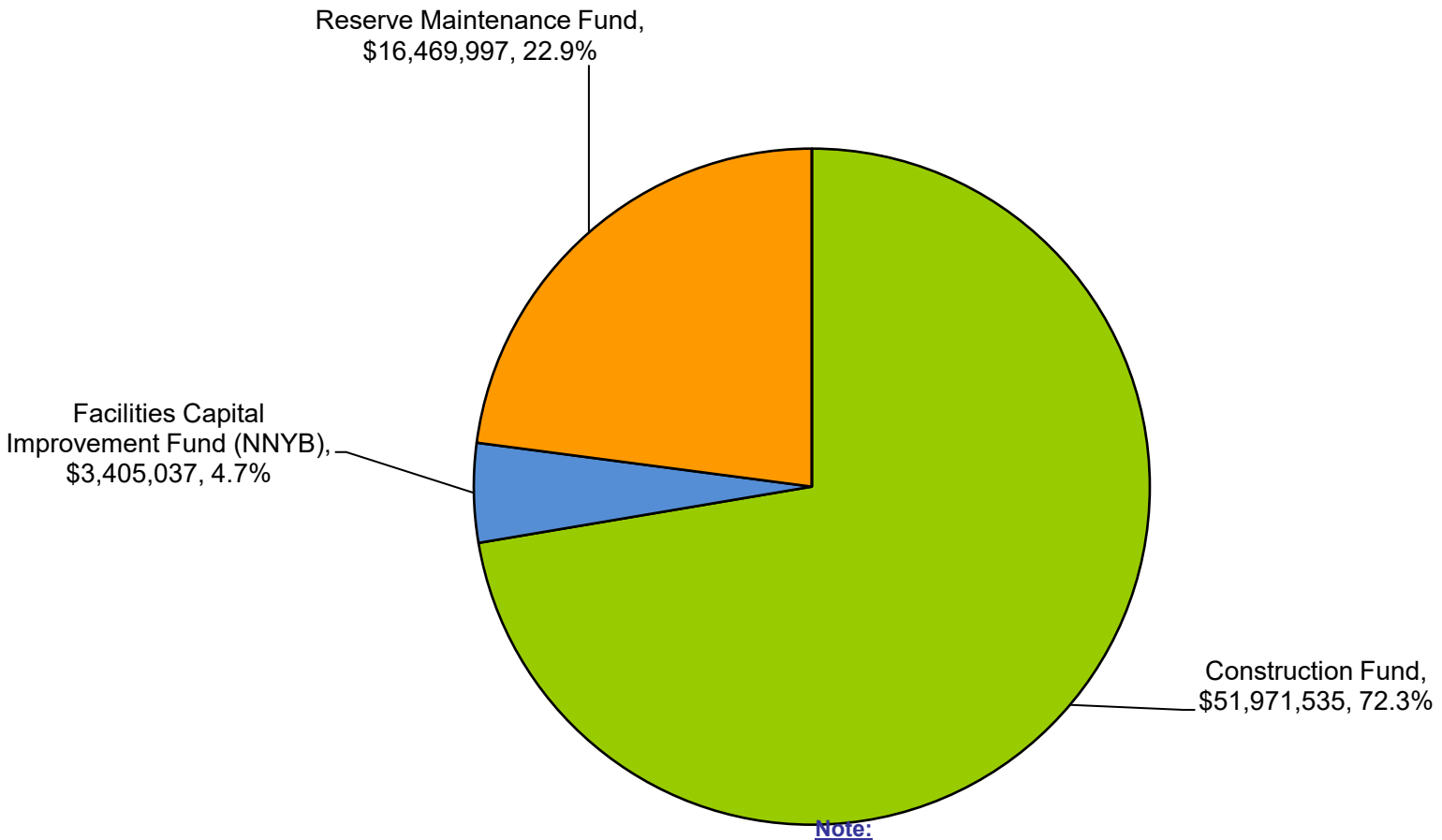


Thruway Capital Program

(Includes New NY Bridge Project)

2023 YTD Capital Program Expenses, by Fund

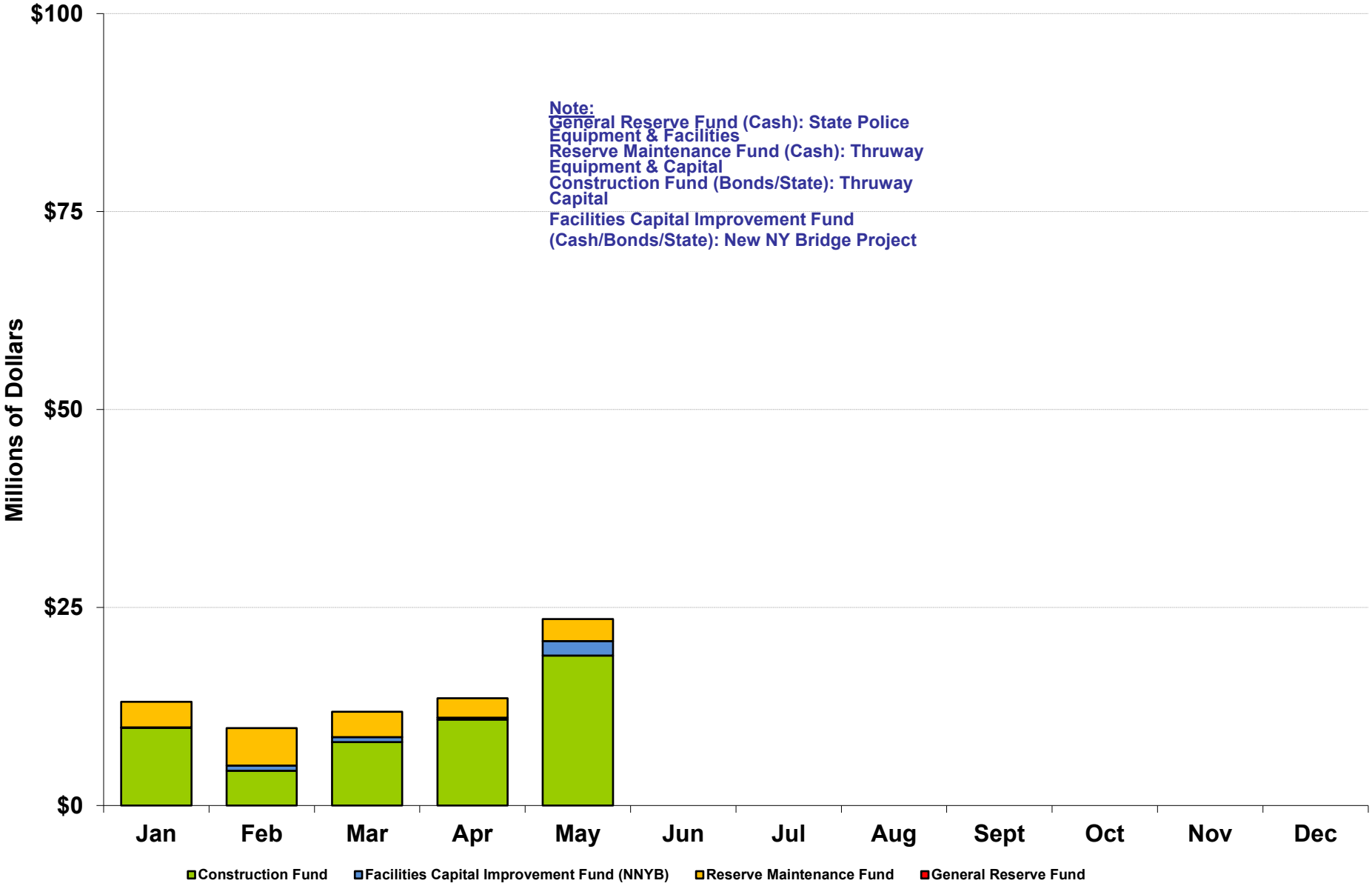
YTD Total Expenses = $71.8 million



Note:
General Reserve Fund (Cash): State Police Equipment & Facilities
Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
Construction Fund (Bonds): Thruway Capital
Facilities Capital Improvement Fund (Cash/Bonds): New NY Bridge Project

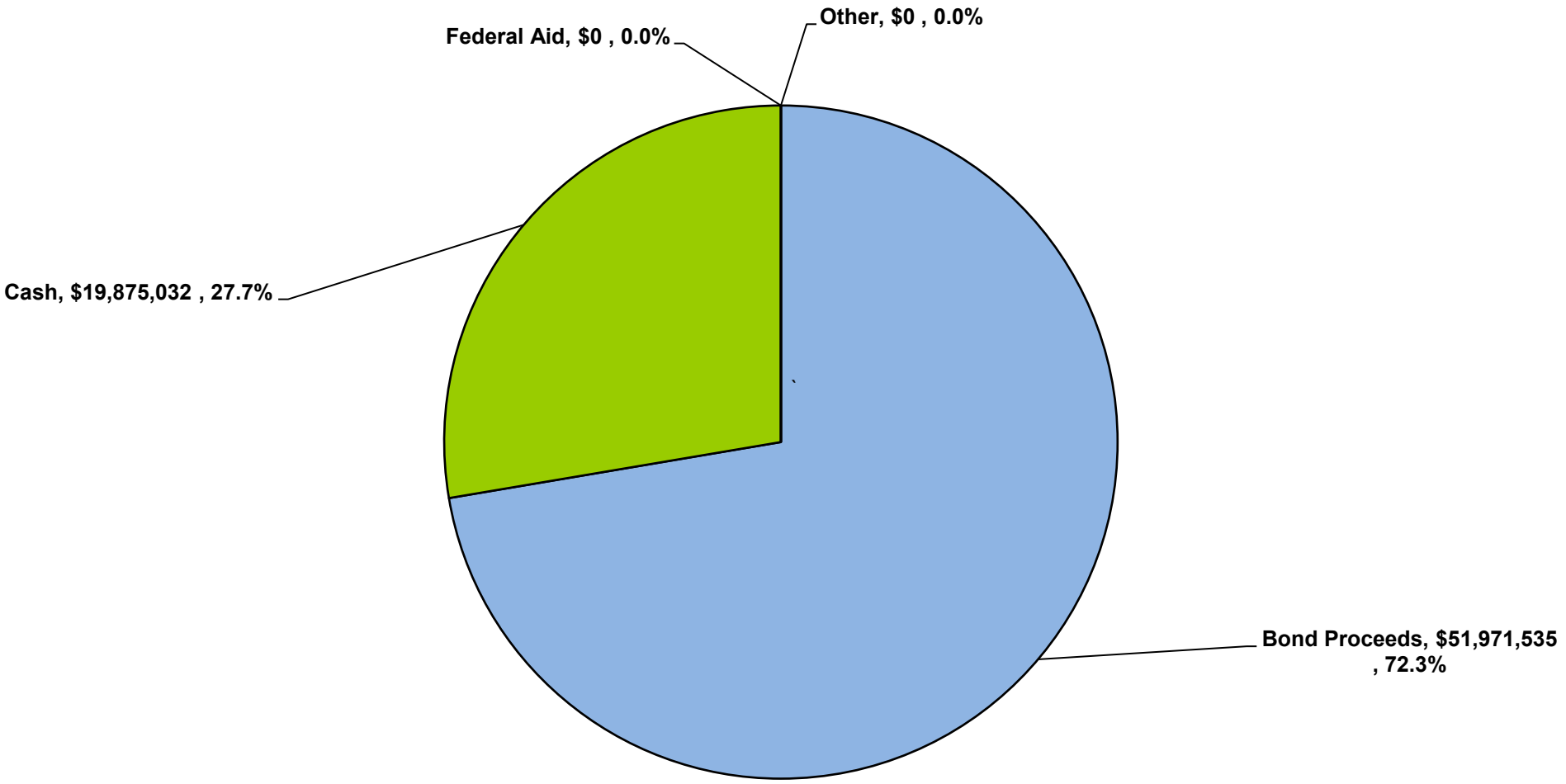
2023 YTD Capital Program Expenses, By Fund

YTD Total Expenses = $71.8 million



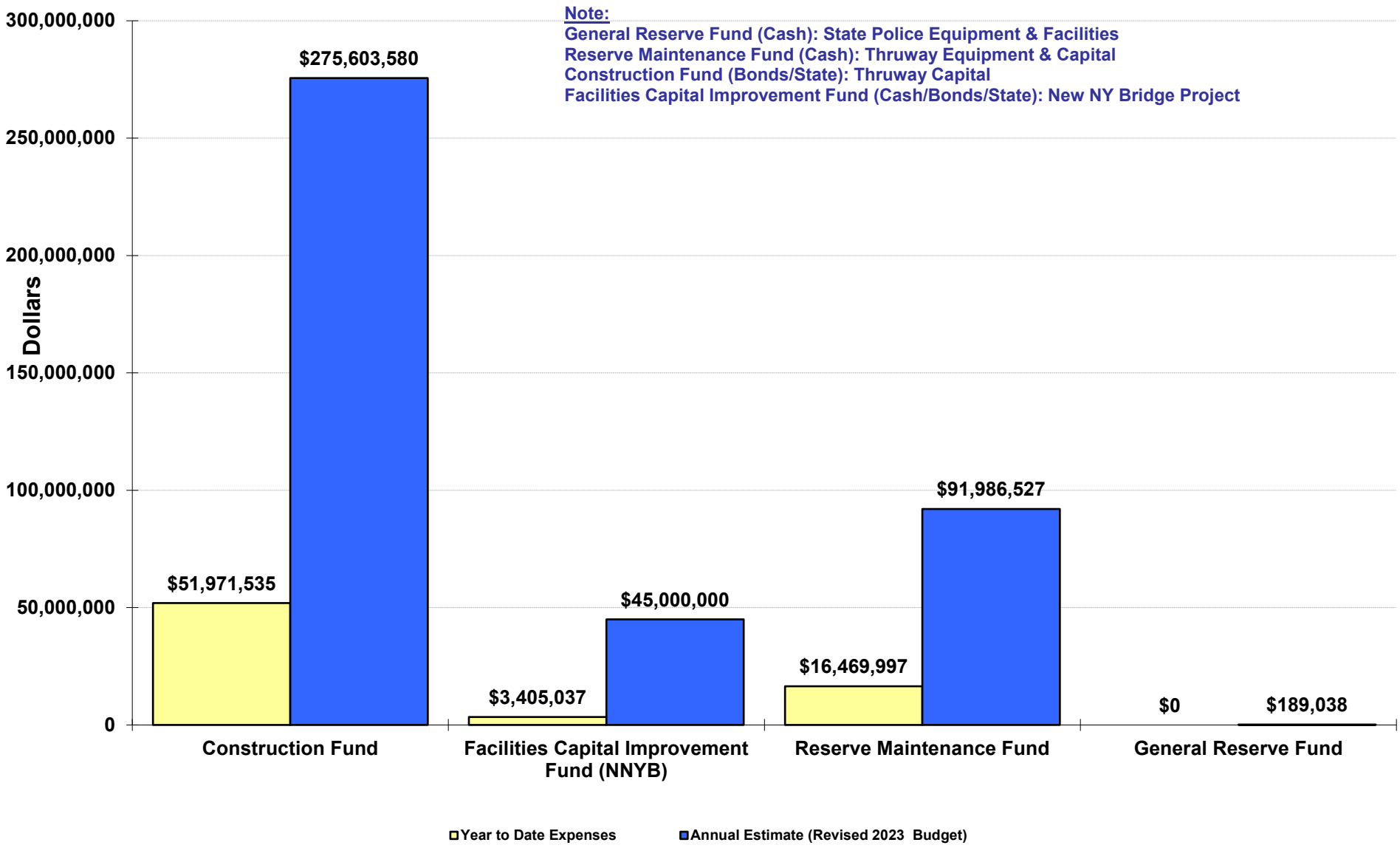
2023 YTD Capital Funding Sources

YTD Total Expenses = $71.8 million

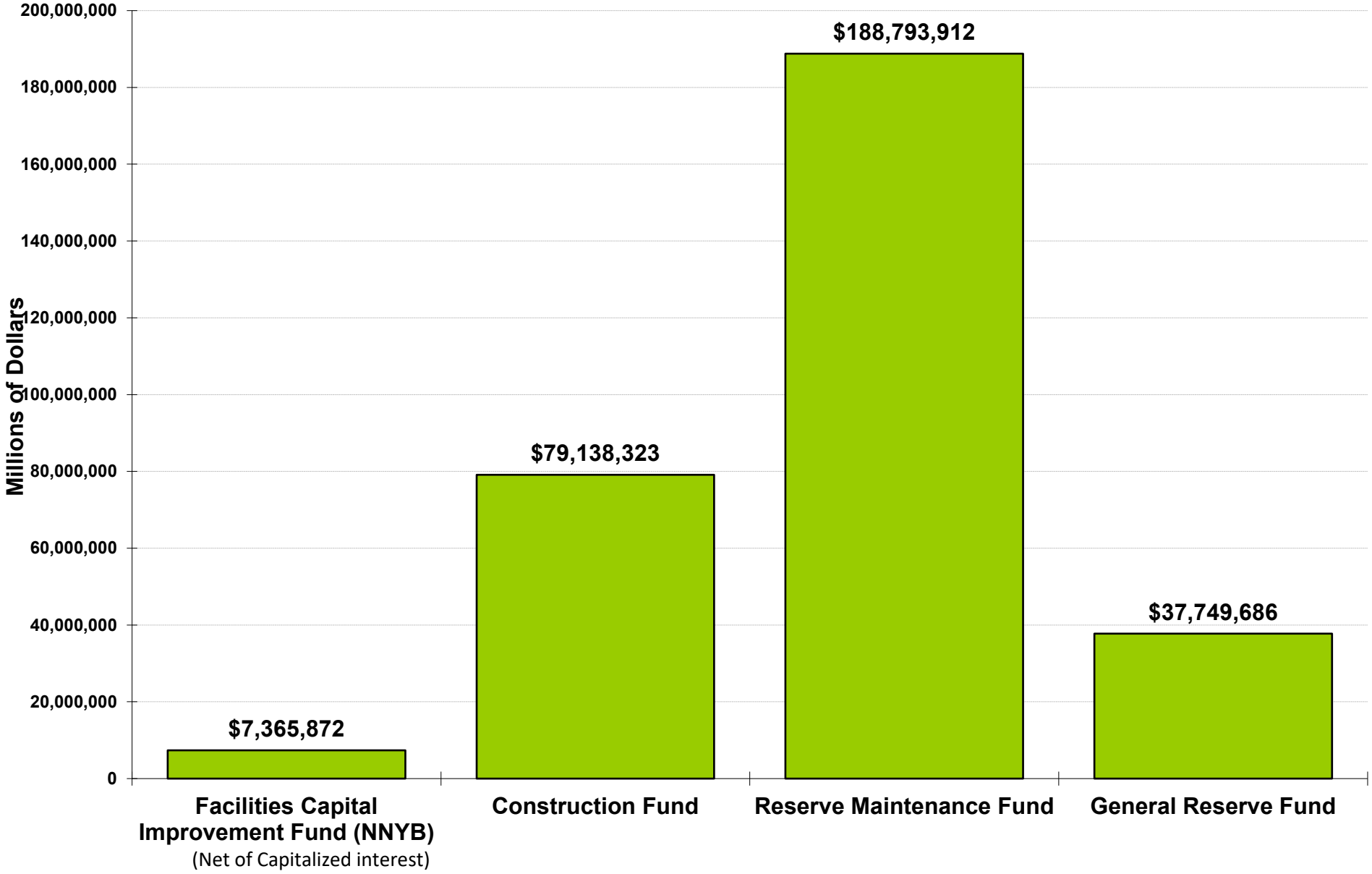


2023 YTD Capital Expenses, By Fund

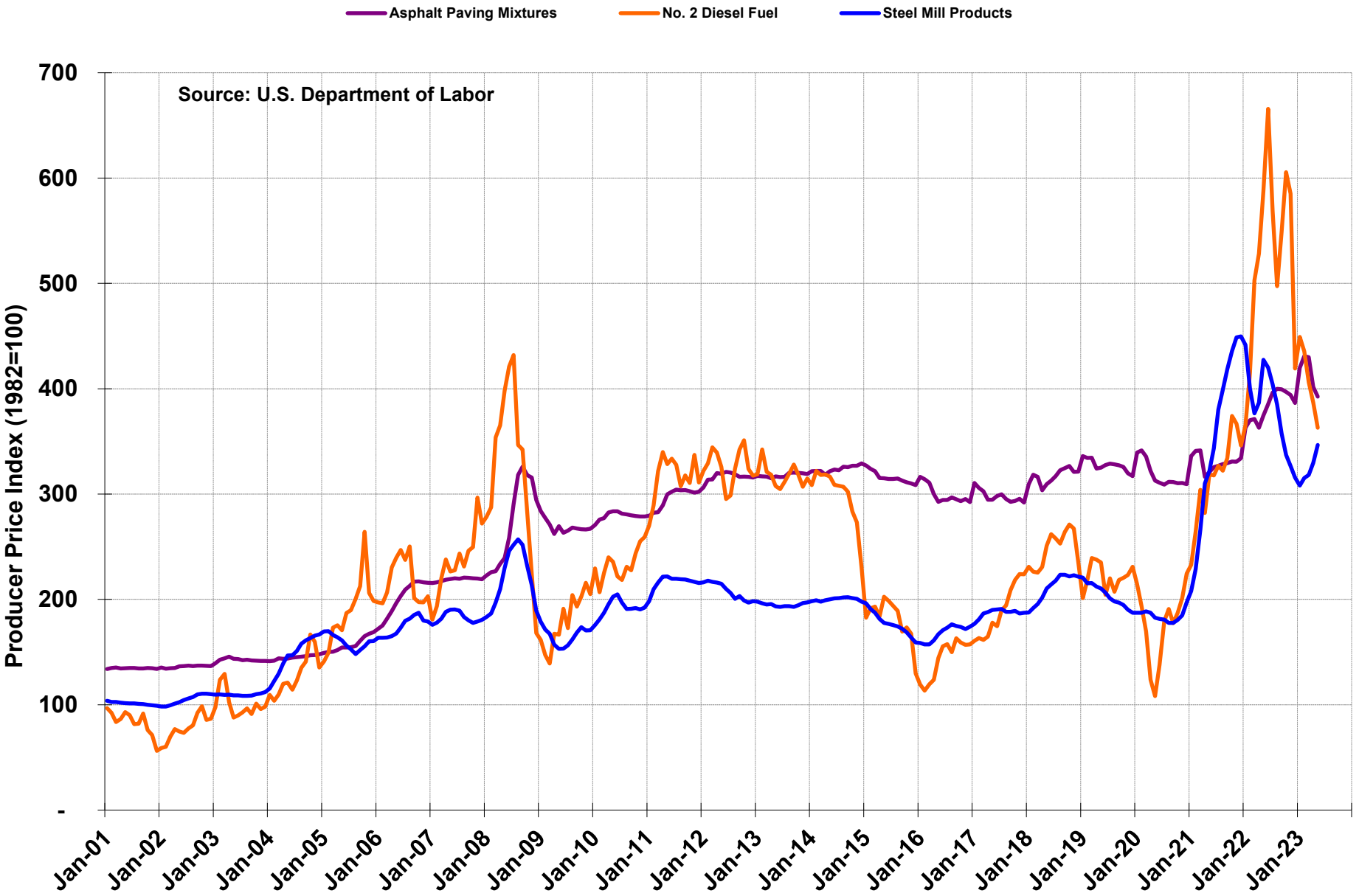
YTD Total Expenses = $71.8 million



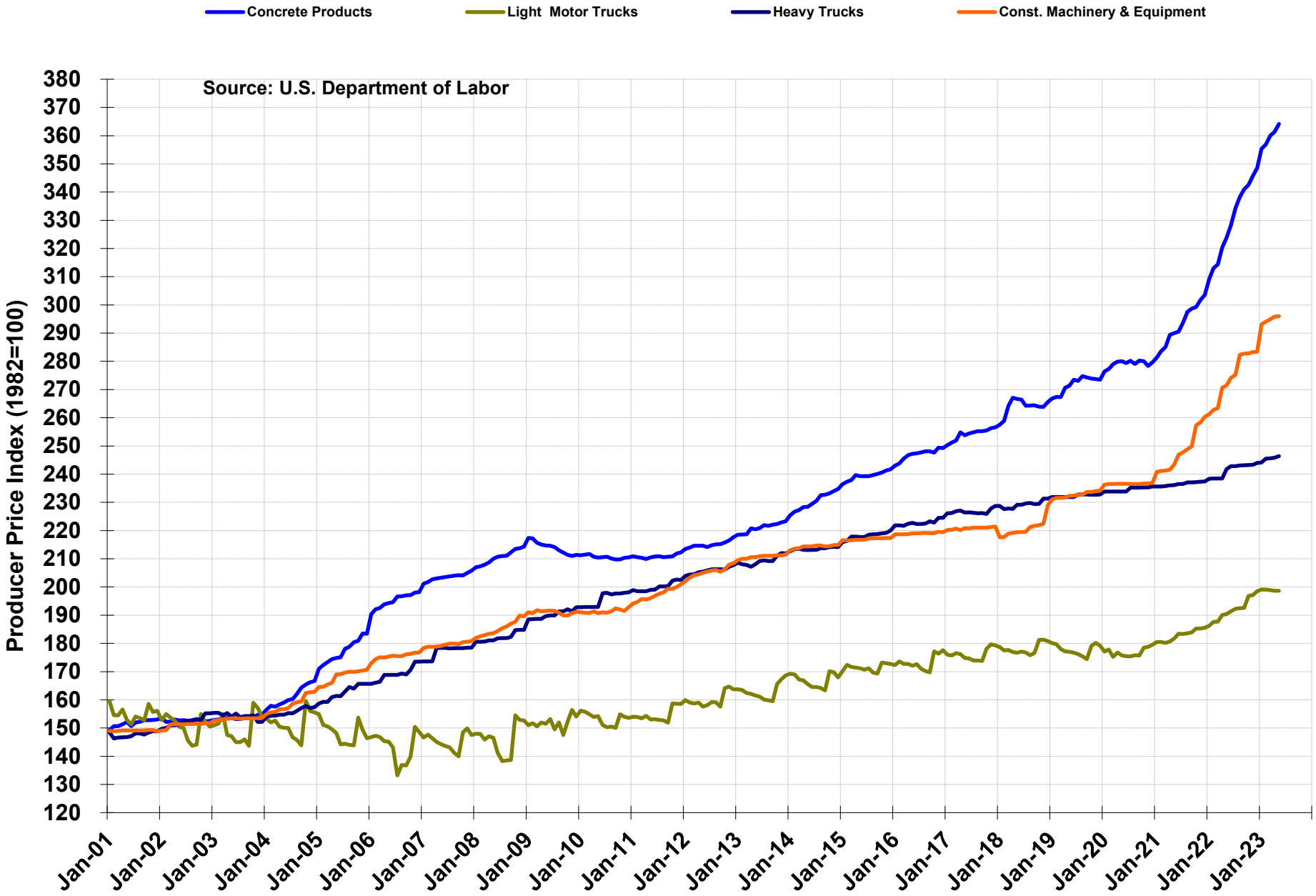
2023 Capital Fund Balances at End of Month



Producer Prices: Construction Inputs

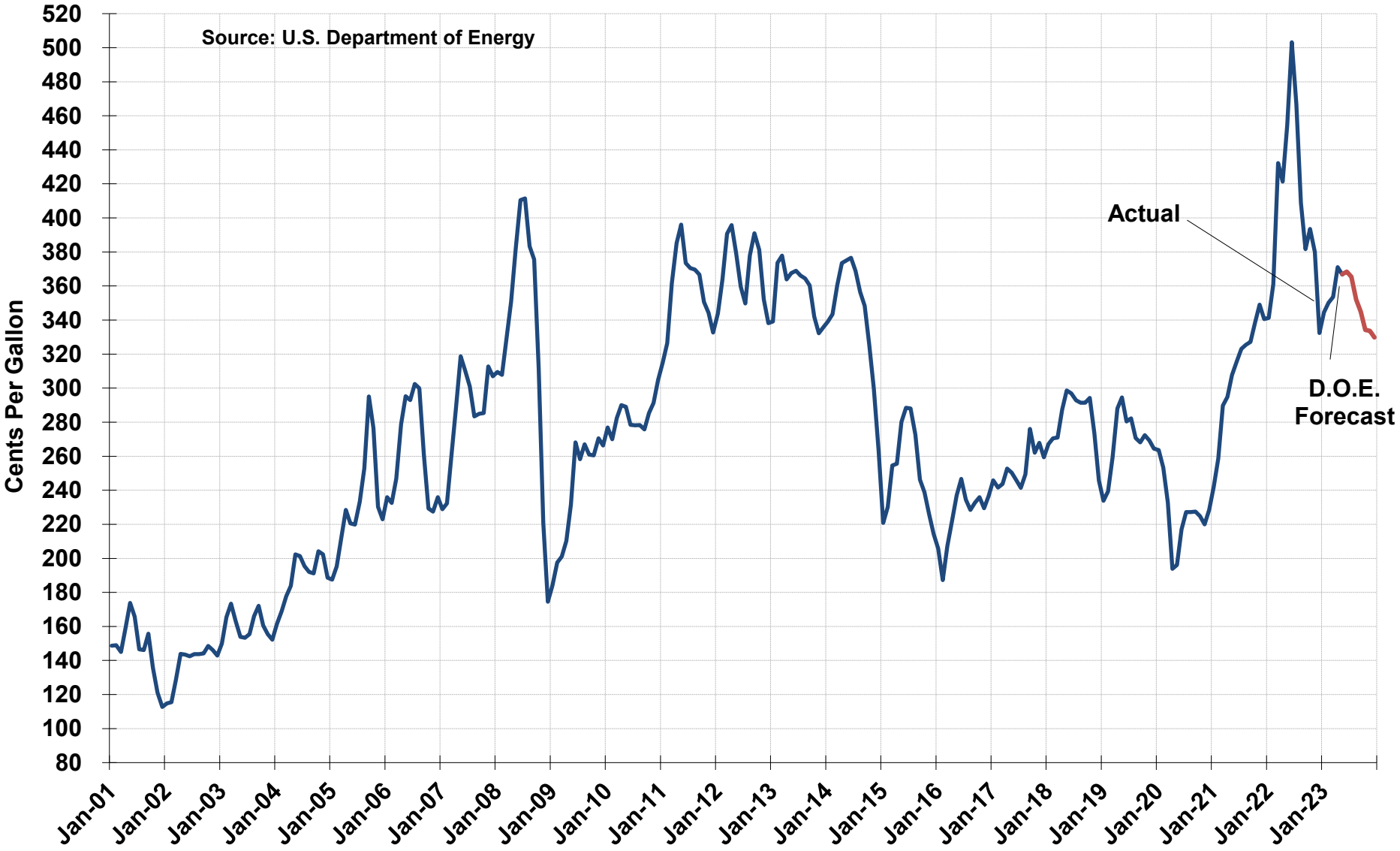


Producer Prices: Construction Inputs



Average Retail Price of Gasoline in U.S.

All Grades



Thruway Traffic Information

Thruway Traffic Information

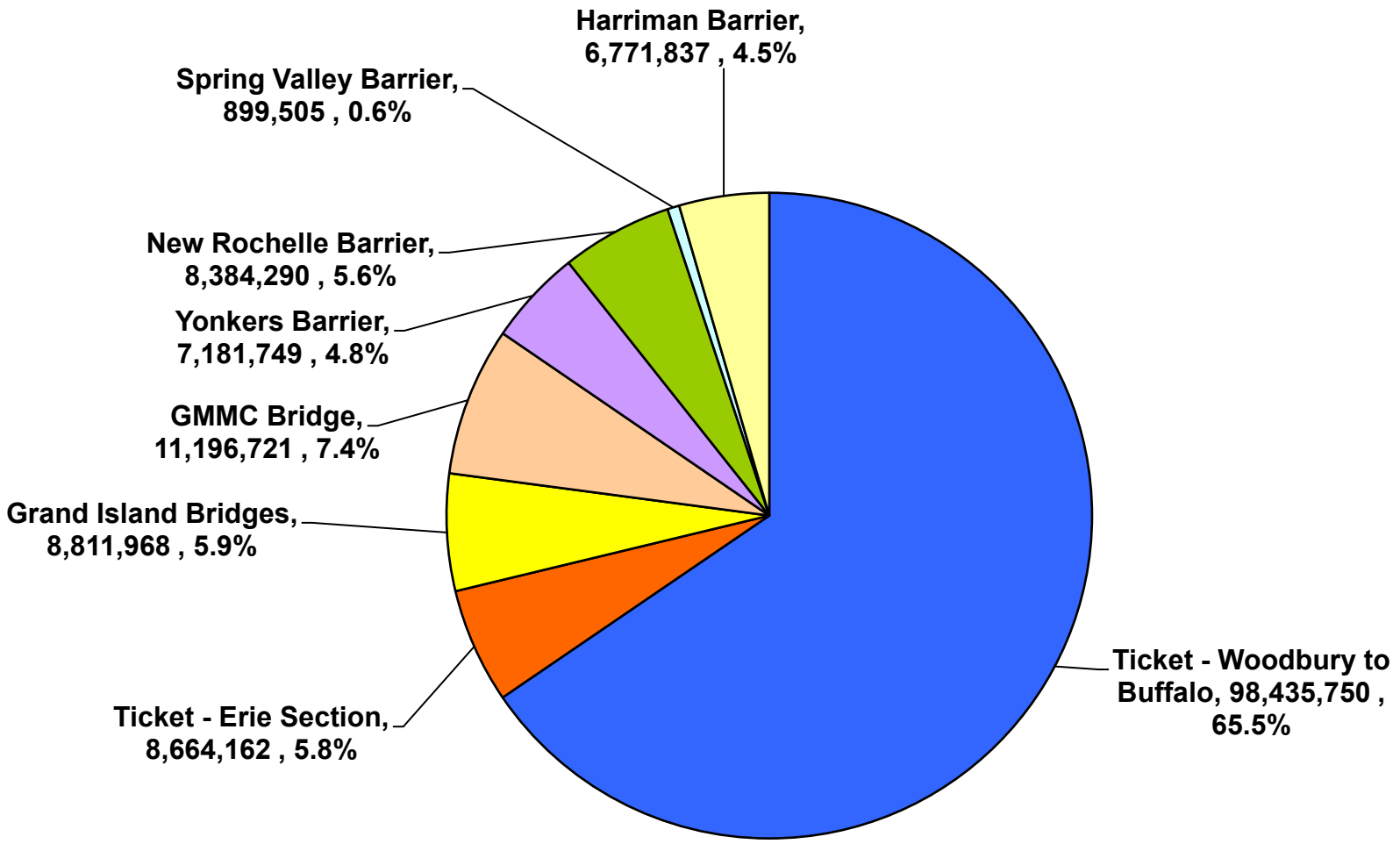
	Year-To-Date			
	2022	2023	Change	Percent Change
Revenue Trips - Location				
Toll Ticket System				
Woodbury to Williamsville	94,774,380	98,435,750	3,661,370	3.9%
Erie Section	8,236,337	8,664,162	427,825	5.2%
Total Ticket System	103,010,717	107,099,912	4,089,195	4.0%
Bridges and Barriers				
Grand Island South	4,575,154	4,852,149	276,995	6.1%
Grand Island North	3,691,400	3,959,819	268,419	7.3%
GMMC Bridge	10,732,278	11,196,721	464,443	4.3%
Yonkers	6,908,638	7,181,749	273,111	4.0%
New Rochelle (I-95)	7,932,863	8,384,290	451,427	5.7%
Spring Valley (Commercial Only)	918,916	899,505	(19,411)	-2.1%
Harriman	6,591,185	6,771,837	180,652	2.7%
Total Bridges and Barriers	41,350,434	43,246,070	1,895,636	4.6%
Total Trips	144,361,151	150,345,982	5,984,831	4.1%
Non-Revenue Trips	808,176	795,353	(12,823)	-1.6%
Total Revenue Trips	143,552,975	149,550,629	5,997,654	4.2%

Revenue Trips - Type	**2022**	**2023**	**Change**	
Passenger	118,622,684	125,137,455	6,514,771	5.5%
Commercial	24,930,291	24,413,174	(517,117)	-2.1%
Total Revenue Trips	143,552,975	149,550,629	5,997,654	4.2%

Miles Traveled - Revenue Trips				
Toll Ticket System	2,015,242,022	2,201,557,122	186,315,100	9.25%
NY Division Bridge/Barriers	596,783,890	627,674,379	30,890,489	5.18%
Williamsville-Lackawanna	139,690,612	146,904,699	7,214,087	5.16%
Grand Island Bridges	83,188,660	88,330,470	5,141,810	6.18%
Total Revenue Trip Miles	2,834,905,184	3,064,466,670	229,561,486	8.10%

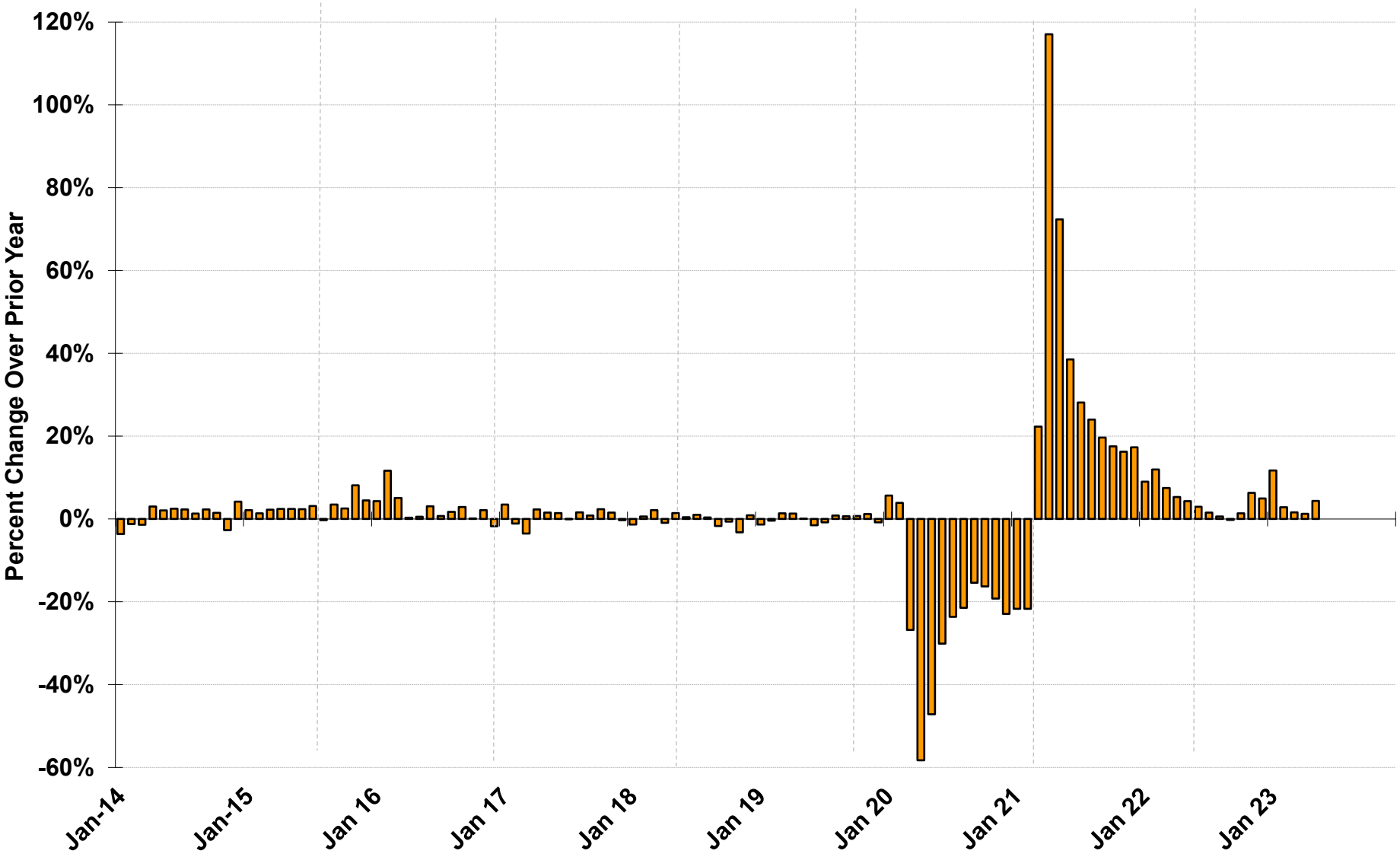
Average Trip Length (Miles) - All Trips - Ticketed System				
Passenger	19.34	19.39	0.05	0.26%
Commercial	25.59	25.88	0.29	1.13%
Overall	20.26	20.38	0.12	0.59%

2023 YTD Total Thruway Trips, By Location



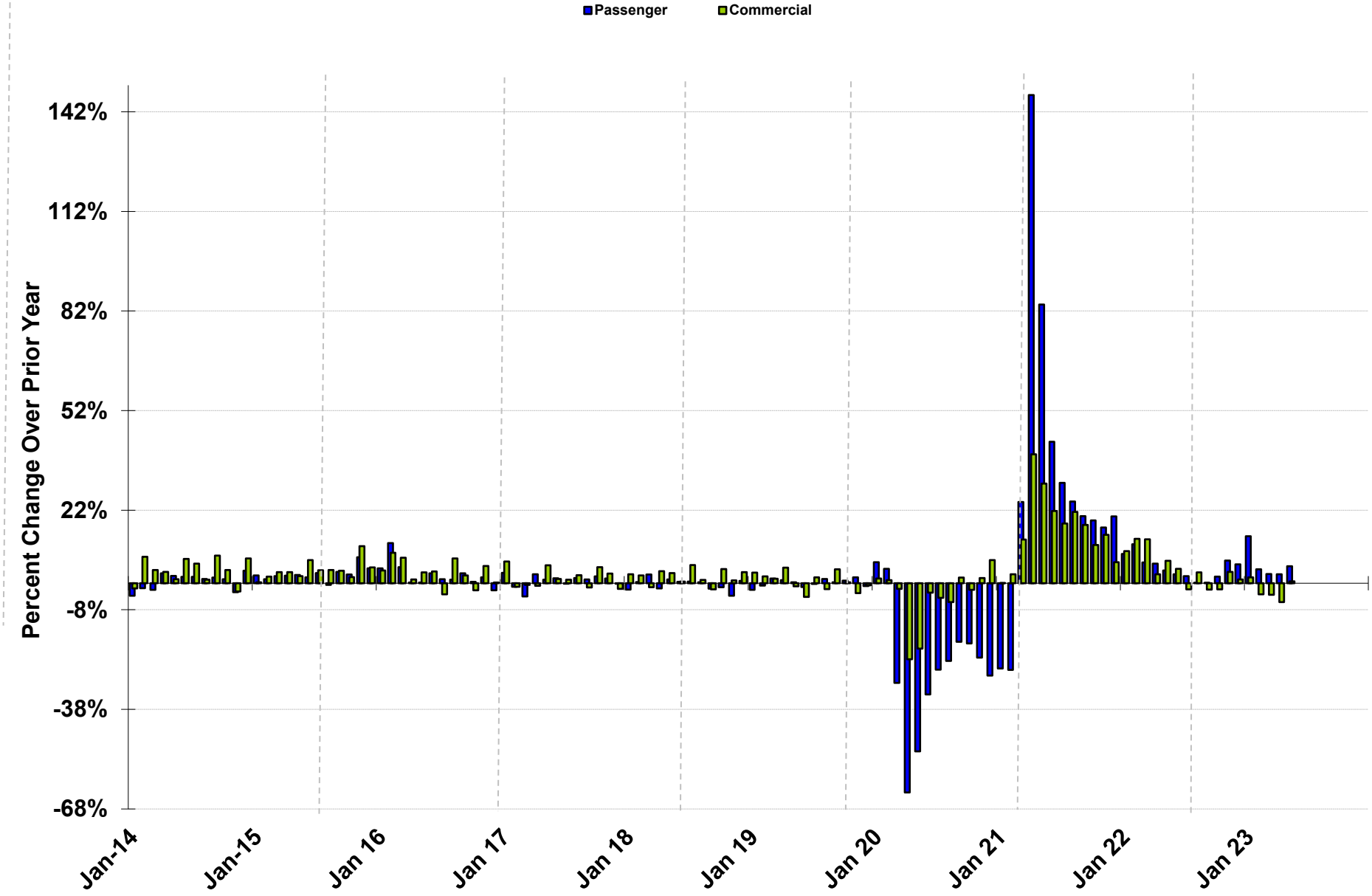
Percent Change in Monthly Thruway Traffic

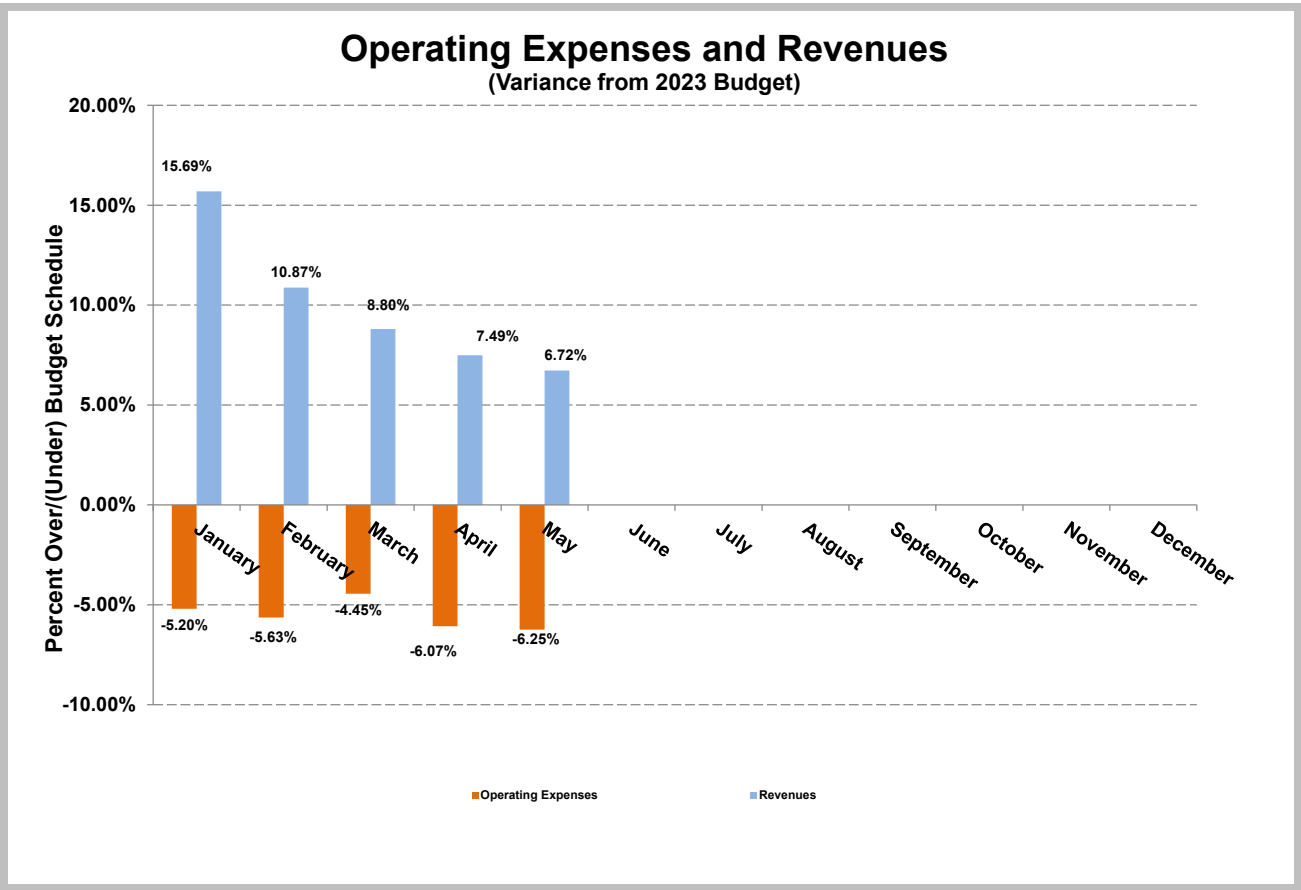
Total Passenger and Commercial Revenue Trips



Percent Change in Monthly Thruway Traffic

By Passenger and Commercial Revenue Trips




Operating Expenses and Revenues
(Variance from 2023 Budget)
Percent Over/(Under) Budget Schedule
20.00%
15.00%
10.00%
5.00%
0.00%
-5.00%
-10.00%
15.69%
10.87%
8.80%
7.49%
6.72%
-5.20%
-5.63%
-4.45%
-6.07%
-6.25%
January
February
March
April
May
June
July
August
September
October
November
December
Operating Expenses
Revenues



NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

Monthly Financial Report

June 2023



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August 9, 2023

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH

NEW YORK STATE THRUWAY AUTHORITY

MONTH: June

YEAR: 2023

REVENUE	PRESENT MONTH		AMOUNT OF	% OF
	CURRENT YEAR	PREVIOUS YEAR	CHANGE	CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 19,055,502	$ 18,464,157	$ 591,345	3.20
Erie Section, Stations 55-61	2,342,556	2,163,999	178,557	8.25
Grand Island Bridges	1,421,064	1,210,892	210,172	17.36
Gov. Mario M. Cuomo Bridge	12,211,200	11,682,384	528,816	4.53
Yonkers Barrier	1,648,744	1,557,212	91,532	5.88
New Rochelle Barrier	2,775,779	2,602,526	173,253	6.66
Spring Valley Barrier	35,945	32,909	3,036	9.23
Harriman Barrier	1,728,290	1,604,412	123,878	7.72
	41,219,080	39,318,491	1,900,589	4.83
Permits, Stations 15-61	295,635	288,912	6,723	2.33
	41,514,715	39,607,403	1,907,312	4.82
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	18,955,502	20,038,993	(1,083,491)	(5.41)
Erie Section, Stations 55-61	3,550,141	3,647,756	(97,615)	(2.68)
Grand Island Bridges	443,030	432,686	10,344	2.39
Gov. Mario M. Cuomo Bridge	8,363,605	8,718,917	(355,312)	(4.08)
Yonkers Barrier	682,996	705,480	(22,484)	(3.19)
New Rochelle Barrier	1,198,368	1,238,681	(40,313)	(3.25)
Spring Valley Barrier	1,518,582	1,552,360	(33,778)	(2.18)
Harriman Barrier	500,706	485,383	15,323	3.16
	35,212,930	36,820,256	(1,607,326)	(4.37)
Less Volume Discount	2,919,578	2,894,902	24,676	0.85
	32,293,352	33,925,354	(1,632,002)	(4.81)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	38,011,004	38,503,150	(492,146)	(1.28)
Erie Section, Stations 55-61	5,892,697	5,811,755	80,942	1.39
Grand Island Bridges	1,864,094	1,643,578	220,516	13.42
Gov. Mario M. Cuomo Bridge	20,574,805	20,401,301	173,504	0.85
Yonkers Barrier	2,331,740	2,262,692	69,048	3.05
New Rochelle Barrier	3,974,147	3,841,207	132,940	3.46
Spring Valley Barrier	1,554,527	1,585,269	(30,742)	(1.94)
Harriman Barrier	2,228,996	2,089,795	139,201	6.66
Permits, Stations 15-61	295,635	288,912	6,723	2.33
	76,727,645	76,427,659	299,986	0.39
Less Volume Discount	2,919,578	2,894,902	24,676	0.85
NET TOLLS	73,808,067	73,532,757	275,310	0.37
E-ZPass Fees	1,151,943	1,243,469	(91,526)	(7.36)
Toll by Mail Fees	3,735,096	3,301,603	433,493	13.13
Special Hauling	221,479	89,486	131,993	-
TOTAL TOLLS AND RELATED FEES	78,916,585	78,167,315	749,270	0.96
LEASE REVENUES				
Fiber Optics User Fees	680,031	660,750	19,281	2.92
Service Areas	482,080	772,794	(290,714)	(37.62)
TOTAL LEASE REVENUES (1)	1,162,111	1,433,544	(271,433)	(18.93)
OTHER REVENUES (2)	966,708	708,920	257,788	36.36
TOTAL OPERATING REVENUES (3)	$ 81,045,404	$ 80,309,779	$ 735,625	0.92

(1) Note B.

(2) 2022 proceeds from the Sale of Real Estate have been reclassified from Operating Revenues to Non-Operating Revenues. 2022 Other Revenue was reduced by $429,380.

(3) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: June

YEAR: 2023

REVENUE	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR	AMOUNT OF CHANGE	% OF CHANGE
TOLL REVENUE				
PASSENGER				
Woodbury to Buffalo, Stations 15-50	$ 94,329,059	$ 87,712,833	$ 6,616,226	7.54
Erie Section, Stations 55-61	10,612,381	9,765,384	846,997	8.67
Grand Island Bridges	6,844,110	6,227,803	616,307	9.90
Gov. Mario M. Cuomo Bridge	64,265,641	61,180,324	3,085,317	5.04
Yonkers Barrier	8,737,370	8,299,139	438,231	5.28
New Rochelle Barrier	14,817,717	13,991,940	825,777	5.90
Spring Valley Barrier	144,649	136,692	7,957	5.82
Harriman Barrier	8,788,770	8,406,648	382,122	4.55
	208,539,697	195,720,763	12,818,934	6.55
Permits, Stations 15-61	1,666,855	1,527,568	139,287	9.12
	210,206,552	197,248,331	12,958,221	6.57
COMMERCIAL				
Woodbury to Buffalo, Stations 15-50	106,385,286	109,993,269	(3,607,983)	(3.28)
Erie Section, Stations 55-61	19,484,617	20,617,170	(1,132,553)	(5.49)
Grand Island Bridges	2,387,021	2,390,276	(3,255)	(0.14)
Gov. Mario M. Cuomo Bridge	45,500,942	48,232,203	(2,731,261)	(5.66)
Yonkers Barrier	3,695,755	3,749,293	(53,538)	(1.43)
New Rochelle Barrier	6,780,710	6,956,949	(176,239)	(2.53)
Spring Valley Barrier	8,093,097	8,452,206	(359,109)	(4.25)
Harriman Barrier	2,622,219	2,640,039	(17,820)	(0.67)
	194,949,647	203,031,405	(8,081,758)	(3.98)
Less Volume Discount	16,017,702	15,953,960	63,742	0.40
	178,931,945	187,077,445	(8,145,500)	(4.35)
SUMMARY				
Woodbury to Buffalo, Stations 15-50	200,714,345	197,706,102	3,008,243	1.52
Erie Section, Stations 55-61	30,096,998	30,382,554	(285,556)	(0.94)
Grand Island Bridges	9,231,131	8,618,079	613,052	7.11
Gov. Mario M. Cuomo Bridge	109,766,583	109,412,527	354,056	0.32
Yonkers Barrier	12,433,125	12,048,432	384,693	3.19
New Rochelle Barrier	21,598,427	20,948,889	649,538	3.10
Spring Valley Barrier	8,237,746	8,588,898	(351,152)	(4.09)
Harriman Barrier	11,410,989	11,046,687	364,302	3.30
Permits, Stations 15-61	1,666,855	1,527,568	139,287	9.12
	405,156,199	400,279,736	4,876,463	1.22
Less Volume Discount	16,017,702	15,953,960	63,742	0.40
NET TOLLS	389,138,497	384,325,776	4,812,721	1.25
E-ZPass Fees	6,516,838	6,341,821	175,017	2.76
Toll by Mail Fees	22,532,777	24,467,335	(1,934,558)	(7.91)
Special Hauling	1,303,493	1,151,809	151,684	13.17
TOTAL TOLLS AND RELATED FEES	419,491,605	416,286,741	3,204,864	0.77
LEASE REVENUES				
Fiber Optics User Fees	4,080,191	4,764,350	(684,159)	(14.36)
Service Areas	2,923,138	2,674,537	248,601	9.30
TOTAL LEASE REVENUES (1)	7,003,329	7,438,887	(435,558)	(5.86)
OTHER REVENUES (2)	1,659,110	1,842,625	(183,515)	(9.96)
TOTAL OPERATING REVENUES (3)	$ 428,154,044	$ 425,568,253	$ 2,585,791	0.61

(1) Note B.

(2) 2022 proceeds from the Sale of Real Estate have been reclassified from Operating Revenues to Non-Operating Revenues. 2022 Other Revenue was reduced by $964,121.

(3) Note A.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - MONTH
NEW YORK STATE THRUWAY AUTHORITY

MONTH: June
YEAR: 2023

EXPENSES	PRESENT MONTH CURRENT YEAR	PRESENT MONTH PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 81,045,404	$ 80,309,779	$ 735,625	0.92
Thruway Operating Expenses				
Administrative and General	984,794	863,778	121,016	14.01
Information Technology	807,794	1,171,138	(363,344)	(31.02)
Engineering Services	618,938	562,512	56,426	10.03
Maintenance & Operations				
Thruway Maintenance	8,603,736	5,691,320	2,912,416	51.17
Equipment Maintenance	2,865,569	2,601,148	264,421	10.17
Traffic and Services	899,368	778,945	120,423	15.46
Finance and Accounts	444,276	468,373	(24,097)	(5.14)
Revenue Management	7,302,364	7,112,144	190,220	2.67
General Charges Undistributed	9,462,188	8,126,901	1,335,287	16.43
Thruway Operating Expenses	31,989,027	27,376,259	4,612,768	16.85
State Police	4,552,552	5,106,633	(554,081)	(10.85)
Thruway and State Police Operating Expenses	36,541,579	32,482,892	4,058,687	12.49
Operating Income before Depreciation	44,503,825	47,826,887	(3,323,062)	(6.95)
Depreciation & Amortization	29,194,006	30,510,487	(1,316,481)	(4.31)
Operating Gain (Loss)	15,309,819	17,316,400	(2,006,581)	(11.59)
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	208,056	(208,056)	(100.00)
Interest on Investments & Leases (2)	5,400,068	832,084	4,567,984	-
Interest & Fee Expenses	(17,039,554)	(17,477,169)	437,615	(2.50)
Debt Issuance Costs	-	-	-	-
Disposal of Assets and Other	72,450	387,759	(315,309)	(81.32)
Net Non-Operating Revenue (Expenses)	(11,567,036)	(16,049,270)	4,482,234	(27.93)
Gain (Loss) before other Revenue, Expenses and Transfers	3,742,783	1,267,130	2,475,653	195.37
Capital Contributions	-	61,951	(61,951)	(100.00)
Change in Net Position	3,742,783	1,329,081	2,413,702	181.61
Net Position, Beginning Balance	415,360,831	560,681,570	(145,320,739)	(25.92)
Net Position, Ending Balance	$ 419,103,614	$ 562,010,651	$ (142,907,037)	(25.43)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note B.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - YEAR-TO-DATE
NEW YORK STATE THRUWAY AUTHORITY

MONTH: June
YEAR: 2023

EXPENSES	YEAR-TO-DATE CURRENT YEAR	YEAR-TO-DATE PREVIOUS YEAR (1)	AMOUNT OF CHANGE	% OF CHANGE
Total Operating Revenues	$ 428,154,044	$ 425,568,253	$ 2,585,791	0.61
Thruway Operating Expenses				
Administrative and General	5,577,874	5,206,064	371,810	7.14
Information Technology	6,357,548	13,056,124	(6,698,576)	(51.31)
Engineering Services	3,239,451	3,069,378	170,073	5.54
Maintenance & Operations				
Thruway Maintenance	48,364,972	45,360,099	3,004,873	6.62
Equipment Maintenance	17,699,891	15,942,389	1,757,502	11.02
Traffic and Services	5,730,181	4,992,837	737,344	14.77
Finance and Accounts	2,607,654	2,964,758	(357,104)	(12.04)
Revenue Management	46,080,538	49,143,078	(3,062,540)	(6.23)
General Charges Undistributed	52,989,661	49,883,659	3,106,002	6.23
Thruway Operating Expenses (2)	188,647,770	189,618,386	(970,616)	(0.51)
State Police	30,181,790	30,419,446	(237,656)	(0.78)
Thruway and State Police Operating Expenses	218,829,560	220,037,832	(1,208,272)	(0.55)
Operating Income before Depreciation	209,324,484	205,530,421	3,794,063	1.85
Depreciation & Amortization	175,418,020	185,208,844	(9,790,824)	(5.29)
Operating Gain (Loss)	33,906,464	20,321,577	13,584,887	66.85
Non-Operating Revenue (Expenses)				
Federal and other reimbursements	-	209,556	(209,556)	(100.00)
Interest on Investments & Leases (3)	29,215,899	2,061,230	27,154,669	-
Interest & Fee Expenses	(102,312,035)	(105,163,587)	2,851,552	(2.71)
Debt Issuance Costs	-	(7,324)	7,324	(100.00)
Disposal of Assets and Other	2,324,449	902,212	1,422,237	157.64
Net Non-Operating Revenue (Expenses)	(70,771,687)	(101,997,913)	31,226,226	(30.61)
Gain (Loss) before other Revenue, Expenses and Transfers	(36,865,223)	(81,676,336)	44,811,113	(54.86)
Capital Contributions	238,799	218,975	19,824	9.05
Change in Net Position	(36,626,424)	(81,457,361)	44,830,937	(55.04)
Net Position, Beginning Balance	455,730,038	643,468,012	(187,737,974)	(29.18)
Net Position, Ending Balance	$ 419,103,614	$ 562,010,651	$ (142,907,037)	(25.43)

(1) Certain revenues have been reclassified from Operating Expenses to Non-Operating Revenues.
(2) Note C.
(3) Note B.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF June 30
YEAR 2023

	REVENUE FUND	OPERATING FUND	OAP OPERATING FUNDS	SENIOR DEBT SERVICE FUNDS
ASSETS				
Current and Non-Current Assets:				
Cash & cash equivalents	$ 394,717,353	$ 68,614,019	$ 302,105	$ 136,907,075
Investments	-	16,858,007	-	216,263,791
Interest receivable on investments	-	-	-	-
Accounts receivable, net	214,123,917	16,174,443	-	-
Due from other funds	-	31,751,590	-	-
Material and other inventory	-	25,870,157	-	-
Prepaid insurance and expenses	-	43,356,003	-	196,762
Total current and non-current assets	608,841,270	202,624,219	302,105	353,367,628
Capital Assets:				
Land & land improvements	-	-	-	-
Construction in progress	-	-	-	-
Thruway system	-	-	-	-
Equipment	-	-	-	-
Less: accumulated depreciation	-	-	-	-
Net capital assets	-	-	-	-
Total Assets	608,841,270	202,624,219	302,105	353,367,628
DEFERRED OUTFLOWS				
Loss on bond refundings	-	-	-	-
Asset Retirement Obligations	-	-	-	-
OPEB Resources	-	195,263,096	-	-
Pension Resources	-	84,289,960	-	-
Total Deferred Outflows	-	279,553,056	-	-
LIABILITIES				
Current Liabilities:				
Accounts payable and accrued expenses	149,322,075	72,591,869	-	-
Accrued wages and benefits	-	4,915,069	-	-
Due to other funds	13,876,358	-	-	-
Unearned revenue	138,750,757	-	-	-
Accrued interest payable	-	-	-	71,725,343
Current amount due on bonds, notes, and loans	-	-	-	-
Total Current Liabilities	301,949,190	77,506,938	-	71,725,343
Long-Term Liabilities:				
Accounts payable and accrued expenses	-	1,509,135,457	-	-
Accrued wages and benefits	-	18,083,500	-	-
General revenue bonds, net of unamortized premiums	-	-	-	-
General revenue JIO, net of unamortized premiums (1)	-	-	-	-
Loans payable	-	-	-	-
Total Long-Term Liabilities	-	1,527,218,957	-	-
Total Liabilities	301,949,190	1,604,725,895	-	71,725,343
DEFERRED INFLOWS				
Gain on bond refundings	-	-	-	-
Leases	162,333,214	-	-	-
OPEB Resources	-	29,483,991	-	-
Pension Resources	-	129,615,010	-	-
Total Deferred Inflows	162,333,214	159,099,001	-	-
NET POSITION				
Total Net Position	$ 144,558,866	$ (1,281,647,621)	$ 302,105	$ 281,642,285

(1) JIO - Junior Indebtedness Obligation.

STATEMENT OF NET POSITION
New York State Thruway Authority

AS OF June 30
YEAR 2023

CONSTRUCTION FUND	RESERVE MAINTENANCE FUND	JUNIOR INDEBTEDNESS FUND	FACILITIES CAPITAL IMPROVEMENT FUND	GENERAL RESERVE FUND	TOTAL 2023	TOTAL 2022 (1)
$ 70,227,130	$ 105,464,609	$ 54,398,817	$ 3,389,287	$ 46,023,483	$ 880,043,878	$ 850,575,934
10,846,153	139,153,773	62,295,067	-	-	445,416,791	627,655,756
-	-	-	-	-	-	348,389
131,514	731,467	-	-	-	231,161,341	109,240,097
-	7,155,705	-	6,400,011	-	45,307,306	23,367,234
-	-	-	-	-	25,870,157	23,564,087
120,333	325,976	1,848,975	1,204,761	63,689	47,116,499	9,947,957
81,325,130	252,831,530	118,542,859	10,994,059	46,087,172	1,674,915,972	1,644,699,454
819,363,084	-	-	-	-	819,363,084	819,122,177
315,592,996	47,116,956	-	4,109,844	36,679	366,856,475	260,620,170
11,671,676,118	653,881,275	-	-	-	12,325,557,393	12,065,080,612
-	290,323,315	-	-	104,050	290,427,365	275,875,592
(5,884,126,367)	(433,863,674)	-	-	(33,989)	(6,318,024,030)	(5,992,406,622)
6,922,505,831	557,457,872	-	4,109,844	106,740	7,484,180,287	7,428,291,929
7,003,830,961	810,289,402	118,542,859	15,103,903	46,193,912	9,159,096,259	9,072,991,383
5,416,264	-	-	-	-	5,416,264	6,249,535
-	2,200,000	-	-	-	2,200,000	2,600,000
-	-	-	-	-	195,263,096	264,774,244
-	-	-	-	-	84,289,960	119,584,407
5,416,264	2,200,000	-	-	-	287,169,320	393,208,186
32,120,852	122,600	-	603,494	13,986,342	268,747,232	236,973,307
-	-	-	-	3,987	4,919,056	2,994,728
24,229,037	-	-	-	7,201,911	45,307,306	23,367,234
-	-	-	-	-	138,750,757	180,845,382
-	-	53,636,926	-	-	125,362,269	128,155,093
160,572,622	-	13,129,800	-	-	173,702,422	156,719,641
216,922,511	122,600	66,766,726	603,494	21,192,240	756,789,042	729,055,385
-	9,831,374	-	-	-	1,518,966,831	1,429,357,830
-	-	-	-	-	18,083,500	19,129,149
3,556,158,171	-	-	-	-	3,556,158,171	3,716,689,241
-	-	2,776,463,669	-	-	2,776,463,669	2,789,591,026
-	-	-	-	-	-	-
3,556,158,171	9,831,374	2,776,463,669	-	-	7,869,672,171	7,954,767,246
3,773,080,682	9,953,974	2,843,230,395	603,494	21,192,240	8,626,461,213	8,683,822,631
17,007,937	-	-	-	-	17,007,937	21,835,259
-	62,260,600	-	-	-	224,593,814	-
-	-	-	-	-	29,483,991	58,967,982
-	-	-	-	-	129,615,010	139,563,046
17,007,937	62,260,600	-	-	-	400,700,752	220,366,287
$ 3,219,158,606	$ 740,274,828	$ (2,724,687,536)	$ 14,500,409	$ 25,001,672	$ 419,103,614	$ 562,010,651

(1) Note B.

FUNDS AVAILABLE FOR TRANSFER - MONTH
NEW YORK STATE THRUWAY AUTHORITY

MONTH: June
YEAR: 2023

	PRESENT MONTH	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 84,141,784	$ 80,984,189
Adjustment to Cash Basis	(1,261,226)	(1,756,883)
AVAILABLE REVENUE	82,880,558	79,227,306
Transfer to:		
Thruway Operating Fund (1)	31,321,197	27,166,215
Public Liability Claims Reserve	250,000	-
Environmental Remediation Reserve	250,000	-
Debt Service - Senior General Revenue Bonds	21,072,044	20,369,454
Reserve Maintenance Fund	11,926,996	16,986,475
Debt Service - General Revenue Junior Indebtedness Obligations	9,060,321	6,705,162
Facilities Capital Improvement Fund	3,000,000	1,000,000
General Reserve Fund	6,000,000	7,000,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $669,910, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of ($2,080), which is funded via transfers to the Environmental Remediation Reserve.

FUNDS AVAILABLE FOR TRANSFER - YEAR-TO-DATE

NEW YORK STATE THRUWAY AUTHORITY

MONTH: June

YEAR: 2023

	YEAR-TO-DATE	
	CURRENT YEAR	PREVIOUS YEAR
TOLL REVENUE, CONCESSION REVENUE AND OTHER REVENUES	$ 447,202,835	$ 426,978,018
Adjustment to Cash Basis	(3,668,753)	(128,845)
AVAILABLE REVENUE	443,534,082	426,849,173
Transfer to:		
Thruway Operating Fund (1)	187,889,541	189,459,660
Public Liability Claims Reserve	250,000	-
Environmental Remediation Reserve	250,000	-
Debt Service - Senior General Revenue Bonds	121,915,731	121,927,775
Reserve Maintenance Fund	46,262,614	52,858,191
Debt Service - General Revenue Junior Indebtedness Obligations	52,364,108	26,103,547
Facilities Capital Improvement Fund	4,000,000	4,000,000
General Reserve Fund	30,602,088	32,500,000
NET CASH REVENUES REMAINING AFTER TRANSFERS TO OTHER FUNDS	$ -	$ -

(1) The following amounts are excluded from the transfer of Thruway Revenues to the Thruway Operating Fund: 1) Claims and indemnity expense of $704,806, which is funded via transfers to the Public Liability Claims Reserve; and 2) Environmental Remediation expense of $53,423, which is funded via transfers to the Environmental Remediation Reserve.

DEBT SERVICE
NEW YORK STATE THRUWAY AUTHORITY

AS OF June
YEAR 2023

BONDS & NOTES	OUTSTANDING PRINCIPAL	CURRENT YEAR ACCRUAL REQUIREMENTS	CURRENT MONTH ACCRUALS	ACCRUALS YEAR TO DATE	PAYMENTS YEAR TO DATE
GENERAL REVENUE BONDS					
Principal					
Series J	$ 560,055,000	$ 42,090,000	$ 3,507,500	$ 21,045,000	$ 16,940,000
Series K	629,375,000	30,860,000	2,571,667	15,430,000	29,395,000
Series L	401,960,000	35,675,000	2,972,917	17,837,500	57,245,000
Series M	857,625,000	17,920,000	1,493,333	8,960,000	-
Series N	450,000,000	-	-	-	-
Series O	540,090,000	-	-	-	9,390,000
Total Principal	3,439,105,000	126,545,000	10,545,417	63,272,500	112,970,000
Interest					
Series J	January 1 & July 1	$ 27,054,700	$ 2,254,558	$ 13,527,350	$ 13,900,850
Series K	January 1 & July 1	31,018,938	2,584,912	15,509,469	16,240,569
Series L	January 1 & July 1	19,062,113	1,588,509	9,531,057	10,951,031
Series M	January 1 & July 1	26,266,236	2,188,853	13,133,118	13,133,118
Series N	January 1 & July 1	18,585,000	1,548,750	9,292,500	9,292,500
Series O	January 1 & July 1	21,463,700	1,788,642	10,731,850	10,966,600
Total Interest		143,450,687	11,954,224	71,725,344	74,484,668
TOTAL GENERAL REVENUE BONDS	$ 3,439,105,000	$ 269,995,687	$ 22,499,641	$ 134,997,844	$ 187,454,668
GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS					
Principal					
Series 2016A	$ 849,250,000	$ 250,000	$ 20,833	$ 125,000	$ 250,000
Series 2019B	1,690,435,000	1,200,000	100,000	600,000	1,140,000
Total Principal	2,539,685,000	1,450,000	120,833	725,000	1,390,000
Interest					
Series 2016A	January 1 & July 1	40,922,250	3,391,347	20,461,125	20,466,125
Series 2019B	January 1 & July 1	66,351,600	5,529,300	33,175,800	33,204,300
Total Interest		107,273,850	8,920,647	53,636,925	53,670,425
TOTAL GENERAL REVENUE JUNIOR INDEBTEDNESS OBLIGATIONS 2016A & 2019B	$ 2,539,685,000	$ 108,723,850	$ 9,041,480	$ 54,361,925	$ 55,060,425

COMPARATIVE SUMMARY STATEMENT OF DEPARTMENT
OPERATING EXPENSES AND BUDGET
NEW YORK STATE THRUWAY AUTHORITY

MONTH: June
YEAR: 2023

DEPARTMENT OR OFFICE	EXPENSES		ANNUAL BUDGETED AMOUNT (1)	ANNUAL BUDGETED BALANCE	% OF YEAR TO DATE EXPENSE TO ANNUAL BUDGET (2)	
	CURRENT MONTH	YEAR TO DATE				
BOARD AND EXECUTIVE	$ 27,460	$ 190,893	$ 1,233,944	$ 1,043,051	15.47	
PROCUREMENT SERVICES	209,987	1,057,763	2,480,002	1,422,239	42.65	
MEDIA RELATIONS & COMMUNICATIONS	43,206	267,225	550,585	283,360	48.53	
STRATEGIC EXCELLENCE	50,787	310,863	863,515	552,652	36.00	
LEGAL	224,226	1,196,296	2,541,492	1,345,196	47.07	
AUDIT & MANAGEMENT SERVICES	42,763	258,558	801,596	543,038	32.26	
ADMINISTRATIVE SERVICES	386,365	2,296,276	5,935,516	3,639,240	38.69	
INFORMATION TECHNOLOGY	807,794	6,357,548	30,743,527	24,385,979	20.68	
ENGINEERING SERVICES	618,938	3,239,451	7,023,132	3,783,681	46.13	
MAINTENANCE & OPERATIONS					47.27	
Thruway Maintenance	8,603,736	48,364,972	101,399,317	53,034,345	47.70	
Equipment Maintenance	2,865,569	17,699,891	37,052,451	19,352,560	47.77	
Traffic and Services	899,368	5,730,181	13,435,087	7,704,906	42.65	
FINANCE AND ACCOUNTS	444,276	2,607,654	6,803,961	4,196,307	38.33	
REVENUE MANAGEMENT	7,302,364	46,080,538	85,821,613	39,741,075	53.69	(3)
SUBTOTAL	22,526,839	135,658,109	296,685,738	161,027,629	45.72	
GENERAL CHARGES UNDISTRIBUTED	9,462,188	52,989,661	100,808,840	47,819,179	52.56	(3)
TOTAL DEPARTMENTAL EXPENSES (4)	31,989,027	188,647,770	397,494,578	208,846,808	47.46	
ADJUSTMENT FOR CLAIMS, ENVIRONMENTAL REMEDIATION & OTHER PROVISIONS	(167,830)	(258,229)	-	258,229	-	
FEDERAL AND OTHER REIMBURSEMENTS	-	-	-	-	-	
TOTAL FUNDED THRUWAY OPERATING EXPENSES AND PROVISIONS	31,821,197	188,389,541	$ 397,494,578	$ 209,105,037	47.39	
TOTAL THRUWAY OPERATING EXPENSES AND PROVISIONS	$ 31,821,197	$ 188,389,541				

(1) Total Annual Budgeted Amount includes Resolutions through Board Meeting Number 758 held on June 27, 2023.
(2) Normal Expense Percentage through this month is 50.00%.
(3) Note D.
(4) Note C.

CAPITAL PROGRAM SUMMARY

NEW YORK STATE THRUWAY AUTHORITY

MONTH: June
YEAR: 2023

Funded From	Reserve Maintenance Fund	General Reserve Fund	Facilities Capital Improvement Fund (1)	Construction Fund (2)	
	Capital Projects and Equipment	State Police	Governor Mario M. Cuomo Bridge	Capital Projects	Summary Totals
Beginning Balances	$ 185,663,559	$ 48,327,404	$ 5,392,046	$ 170,071,845	$ 409,454,854
Receipts					
Provisions (3)	$ 46,262,614	$ 30,602,088	$ 4,000,000	N/A	$ 80,864,702
Net Proceeds from Bond Issuance	-	-	-	-	-
Auction/Settlement Proceeds	117,935	N/A	N/A	-	117,935
Interest Earnings	N/A	N/A	-	3,285,962	3,285,962
Federal and Other Aid	238,799	-	-	-	238,799
Total	$ 46,619,348	$ 30,602,088	$ 4,000,000	$ 3,285,962	$ 84,507,398
Capital Expenditures					
January	$ 3,260,419	$ -	$ 51,070	$ 9,800,537	$ 13,112,026
February	4,725,945	-	678,817	4,376,409	9,781,171
March	3,217,148	-	609,254	8,019,427	11,845,829
April	2,465,545	-	250,165	10,844,142	13,559,852
May	2,800,940	-	1,815,731	18,931,020	23,547,691
June	3,417,958	36,679	576,574	45,572,643	49,603,854
July	-	-	-	-	-
August	-	-	-	-	-
September	-	-	-	-	-
October	-	-	-	-	-
November	-	-	-	-	-
December	-	-	-	-	-
Subtotal	$ 19,887,955	$ 36,679	$ 3,981,611	$ 97,544,178	$ 121,450,423
State Police Operating Expense	N/A	30,181,790	N/A	N/A	30,181,790
Interest Expense	N/A	-	-	N/A	-
Total	$ 19,887,955	$ 30,218,469	$ 3,981,611	$ 97,544,178	$ 151,632,213
Adjustments to Cash Basis					
Transfers to and from other funds	$ 34,054,336	$ 226,745	$ (2,048,401)	$ 5,259,654	$ 37,492,334
Change in Receivables and Payables	(1,830,906)	(2,914,285)	27,253	-	(4,717,938)
Total	$ 32,223,430	$ (2,687,540)	$ (2,021,148)	$ 5,259,654	$ 32,774,396
Ending Balances	$ 244,618,382	$ 46,023,483	$ 3,389,287	$ 81,073,283	$ 375,104,435
Budgeted					
Provisions	$ 66,986,527	$ 69,095,972	$ -	N/A	$ 136,082,499
Expenditures	$ 91,986,527	$ 189,038	$ 45,000,000	$ 275,603,580	$ 412,779,145

(1) The Facilities Capital Improvement Fund includes funds to pay Governor Mario M. Cuomo Bridge project costs. These project costs are detailed on page 12.
(2) The Construction Fund is used to account for proceeds from the issuance of General Revenue Bonds. It includes funds to pay Capital Program costs, as well as interest and issuance costs on the General Revenue Bonds, Series O.
(3) See page 8.

GOVERNOR MARIO M. CUOMO BRIDGE

New York State Thruway Authority

MONTH: June

YEAR: 2023

	Monthly	Year-to-Date	Life-to-Date
Funding Sources:			
Thruway Revenues	$ 576,574	$ 3,981,611	$ 129,500,265
Debt Proceeds	-	-	2,492,259,475
State of New York	-	-	1,200,000,000
NYSDOT	-	-	33,157,570
MTA	-	-	35,511,512
Other	-	-	1,561,452
Total Funding Sources	$ 576,574	$ 3,981,611	$ 3,891,990,274
Expenditures: (1)			
Pre-Design-Build	$ -	$ -	$ 152,801,305
Design-Build:			
Design-Build Contract	$ -	$ -	$ 3,446,457,071
Construction Contracts	-	216,306	54,400,122
Engineering Agreements	473,184	3,273,773	167,769,351
Financial & Legal Agreements	26,212	51,600	4,881,835
Governmental Support Services	-	-	4,368,858
Community Benefit	-	-	9,724,598
Thruway Staff	77,178	439,932	46,798,876
Real Property Acquisitions	-	-	2,727,295
Other	-	-	2,060,963
Total Design-Build	$ 576,574	$ 3,981,611	$ 3,739,188,969
Total Expenditures	$ 576,574	$ 3,981,611	$ 3,891,990,274

(1) Capitalized interest costs and costs associated with work performed, but not yet paid for, are excluded from this page.

GROSS SALES OF RESTAURANTS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: June
Year: 2023

GROSS SALES (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
EMPIRE STATE THRUWAY PARTNERS, LLC							
Ardsley	$ 609,133	$ -	-	$ 609,133	$ -	$ 609,133	-
Sloatsburg	130,692	751,313	(82.60)	2,933,097	3,190,208	(257,111)	(8.06)
Plattekill	1,402,706	-	-	2,502,911	-	2,502,911	-
Ulster	488,651	593,045	(17.60)	2,971,642	2,950,855	20,787	0.70
New Baltimore	70,601	-	-	70,601	-	70,601	-
Pattersonville	390,353	520,184	(24.96)	1,902,026	2,027,354	(125,328)	(6.18)
Indian Castle	626,340	-	-	3,117,089	-	3,117,089	-
Iroquois	931,911	-	-	2,924,117	-	2,924,117	-
Oneida	-	393,257	(100.00)	-	1,602,179	(1,602,179)	(100.00)
Chittenango	632,592	-	-	2,968,899	-	2,968,899	-
Junius Ponds	723,017	-	-	3,220,645	-	3,220,645	-
Clifton Springs	999,548	-	-	2,679,614	-	2,679,614	-
Seneca	-	281,467	(100.00)	-	1,115,133	(1,115,133)	(100.00)
Scottsville	402,451	458,396	(12.20)	1,738,626	1,779,132	(40,506)	(2.28)
Pembroke	-	-	-	-	-	-	-
Clarence	58,900	-	-	58,900	-	58,900	-
TOTAL SALES	$ 7,466,895	$ 2,997,662	149.09	$ 27,697,300	$ 12,664,861	$ 15,032,439	118.69
EMPIRE STATE THRUWAY PARTNERS, LLC/McDONALD'S CORPORATION							
Ramapo	$ -	$ 417,568	(100.00)	$ -	$ 2,003,573	$ (2,003,573)	(100.00)
Modena	202,482	508,787	(60.20)	956,746	2,666,206	(1,709,460)	(64.12)
Malden	177,361	699,265	(74.64)	1,201,170	3,355,163	(2,153,993)	(64.20)
Guilderland	102,623	242,968	(57.76)	453,978	1,073,412	(619,434)	(57.71)
Mohawk	83,589	305,802	(72.67)	340,135	1,366,867	(1,026,732)	(75.12)
Schuyler	-	339,591	(100.00)	77,517	1,505,048	(1,427,531)	(94.85)
DeWitt	149,944	213,690	(29.83)	544,178	851,273	(307,095)	(36.07)
Warners	-	482,607	(100.00)	-	1,970,998	(1,970,998)	(100.00)
Port Byron	-	415,026	(100.00)	151,846	1,779,498	(1,627,652)	(91.47)
Ontario	192,306	367,789	(47.71)	750,418	1,426,872	(676,454)	(47.41)
Angola	235,392	784,274	(69.99)	885,878	3,079,528	(2,193,650)	(71.23)
TOTAL SALES	$ 1,143,697	$ 4,777,367	(76.06)	$ 5,361,866	$ 21,078,438	$ (15,716,572)	(74.56)
GRAND TOTALS							
SALES	$ 8,610,592	$ 7,775,029	10.75	$ 33,059,166	$ 33,743,299	$ (684,133)	(2.03)

(1) Note E.

GALLONS OF MOTOR FUEL DELIVERED TO GAS STATIONS (1)

NEW YORK STATE THRUWAY AUTHORITY

Month: June
Year: 2023

GALLONS OF MOTOR FUEL (Subject to audit of operator's records)

Service Area	CURRENT MONTH			YEAR-TO-DATE			
	Current Year	Previous Year	% of Change	Current Year	Previous Year	Amount of Change	% of Change
SUNOCO, INC.							
Ardsley	116,702	90,647	28.74	526,532	999,890	(473,358)	(47.34)
Ramapo	171,091	214,297	(20.16)	921,909	1,622,007	(700,098)	(43.16)
Sloatsburg	201,363	236,823	(14.97)	1,339,730	1,840,099	(500,369)	(27.19)
Modena	180,401	189,709	(4.91)	1,046,579	1,551,354	(504,775)	(32.54)
Plattekill	299,037	153,455	94.87	1,083,511	1,222,079	(138,568)	(11.34)
Ulster	228,844	205,435	11.39	1,400,635	2,023,307	(622,672)	(30.77)
Oneida	99,536	201,715	(50.66)	502,366	1,414,154	(911,788)	(64.48)
Chittenango	242,986	110,258	120.38	1,132,140	810,579	321,561	39.67
DeWitt	152,660	115,155	32.57	612,680	765,949	(153,269)	(20.01)
Junius Ponds	255,042	100,855	152.88	1,197,772	682,333	515,439	75.54
Clifton Springs	279,945	148,435	88.60	1,024,006	815,718	208,288	25.53
Ontario	210,870	202,275	4.25	912,175	1,138,253	(226,078)	(19.86)
Pembroke	156,414	161,654	(3.24)	699,785	886,411	(186,626)	(21.05)
Clarence	185,840	157,152	18.25	715,821	962,829	(247,008)	(25.65)
Angola E	247,405	259,768	(4.76)	1,016,979	1,431,599	(414,620)	(28.96)
Angola W	198,248	216,402	(8.39)	864,378	1,428,855	(564,477)	(39.51)
TOTAL GALLONS	3,226,384	2,764,035	16.73	14,996,998	19,595,416	(4,598,418)	(23.47)
DUNNE-MANNING, INC							
Malden	148,717	243,329	(38.88)	1,029,252	1,360,149	(330,897)	(24.33)
New Baltimore	205,906	177,525	15.99	1,025,898	964,818	61,080	6.33
Guilderland	142,007	146,917	(3.34)	703,946	831,916	(127,970)	(15.38)
Pattersonville	218,897	231,226	(5.33)	1,097,234	1,170,466	(73,232)	(6.26)
Mohawk	122,010	183,158	(33.39)	544,598	886,684	(342,086)	(38.58)
Indian Castle	264,039	93,107	183.59	1,192,596	525,592	667,004	126.91
Iroquois	228,676	100,517	127.50	957,046	537,503	419,543	78.05
Schuyler	43,561	198,008	(78.00)	339,494	897,339	(557,845)	(62.17)
Warners	102,432	289,402	(64.61)	580,778	1,258,737	(677,959)	(53.86)
Port Byron	93,001	207,997	(55.29)	564,897	982,943	(418,046)	(42.53)
Seneca	87,558	195,691	(55.26)	427,598	910,693	(483,095)	(53.05)
Scottsville	219,572	243,487	(9.82)	978,818	1,006,088	(27,270)	(2.71)
TOTAL GALLONS	1,876,376	2,310,364	(18.78)	9,442,155	11,332,928	(1,890,773)	(16.68)
GRAND TOTALS							
GALLONS	5,102,760	5,074,399	0.56	24,439,153	30,928,344	(6,489,191)	(20.98)

(1) The closure of certain service area restaurant locations has negatively impacted gallons delivered to the gas stations at those locations.

See Note E for additional information.

LEASE REVENUES (1)
NEW YORK STATE THRUWAY AUTHORITY

Month: June
Year: 2023

Leasee Lease Number - Lease Term	CURRENT YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	PREVIOUS YEAR - YEAR TO DATE Lease Revenue	 Interest Income	 Total Revenue	Change in Total Revenue	% of Change
FIBER OPTIC USER AGREEMENTS/SHORT-TERM USE PERMITS								
Crown Castle Fiber LLC X010623 - 9/30/22-9/29/45	$ 20,228	$ -	$ 20,228	$ -	$ -	$ -	$ 20,228	-
FirstLight Fiber, Inc. X010629 - 10/11/22-10/10/42	45,721	33,163	78,884	-	-	-	78,884	-
Level 3 Communications, LLC X010619 - 2/18/22-2/17/42	2,005,558	598,113	2,603,671	1,658,566	-	1,658,566	945,105	56.98
Level 3 Communications, LLC X010620 - 3/23/22-3/22/27	351,636	10,025	361,661	234,343	-	234,343	127,318	54.33
MCI Communications LLC X010624 - 11/22/22-11/21/25	105,552	2,533	108,085	-	-	-	108,085	-
MCI Communications LLC X010625 - 12/20/22-12/19/32	617,375	185,193	802,568	-	-	-	802,568	-
Power Authority of the State of New York X010566 - 11/2/21-11/2/41	89,939	34,193	124,132	96,672	-	96,672	27,460	28.41
PEG Bandwidth NY Telephone Corp. X010628 - 7/20/22-7/20/42	54,268	32,317	86,585	-	-	-	86,585	-
PEG Bandwidth NY Telephone Corp. X010675 - 8/3/22-8/2/27	165,626	21,566	187,192	-	-	-	187,192	-
QCSTelecom, Inc. X010630 - 2/18/22-2/17/42	43,270	18,871	62,141	35,585	-	35,585	26,556	74.63
Rogers Telecom (US) Inc. X010627 - 9/30/22-9/29/42	537,004	370,316	907,320	-	-	-	907,320	-
Zayo Group LLC X010622 - 2/18/22-2/17/42	44,014	3,811	47,825	36,610	-	36,610	11,215	30.63
Short-term User Permits (2)				2,702,574	-	2,702,574	(2,702,574)	(100.00)
Total	$ 4,080,191	$ 1,310,101	$ 5,390,292	$ 4,764,350	$ -	$ 4,764,350	$ 625,942	13.14
PUBLIC-PRIVATE PARTNERSHIP/LEASES - SERVICE AREA RESTAURANTS								
Empire State Thruway Partners, LLC X010535 - 3/30/21-6/30/54								
Rent provisions	$ 467,803	$ 454,100	$ 921,903	$ -	$ -	$ -	$ 921,903	-
Investment in new Service Areas	711,910	-	711,910	-	-	-	711,910	-
McDonald's Corporation (3) X197808 - 10/1/91-12/31/22	132,614	-	132,614	1,559,247	-	1,559,247	(1,426,633)	(91.49)
Total	$ 1,312,327	$ 454,100	$ 1,766,427	$ 1,559,247	$ -	$ 1,559,247	$ 207,180	13.29
FUEL STATION LEASES								
Sunoco, Inc. X100845 - 4/1/07-3/31/27	$ 580,301	$ 55,781	$ 636,082	$ 531,209	$ -	$ 531,209	$ 104,873	19.74
Dunne-Manning, Inc. X100844 - 4/1/07-3/31/27	1,030,510	110,200	1,140,710	584,081	-	584,081	556,629	95.30
Total	$ 1,610,811	$ 165,981	$ 1,776,792	$ 1,115,290	$ -	$ 1,115,290	$ 661,502	59.31
Total Fiber Optic User Fees	$ 4,080,191	$ 1,310,101	$ 5,390,292	$ 4,764,350	$ -	$ 4,764,350	$ 625,942	13.14
Total Service Areas	$ 2,923,138	$ 620,081	$ 3,543,219	$ 2,674,537	$ -	$ 2,674,537	$ 868,682	32.48
GRAND TOTALS	$ 7,003,329	$ 1,930,182	$ 8,933,511	$ 7,438,887	$ -	$ 7,438,887	$ 1,494,624	20.09

(1) Note B.

(2) Prior to entering long-term user agreements for the fiber optic system the Authority entered into short-term permits with users.

(3) 2023 lease revenue is comprised of an adjustment for minimum amounts guaranteed for prior years though December 31, 2022.

NOTE A - TOTAL REVENUES (pages 1 & 2):

Total revenues for the month are $81,045,404, an increase of $735,625 or 0.92%. Toll revenues for the month are $73,808,067, an increase of $275,310 or 0.37%.

Total revenues year-to-date are $428,154,044, an increase of $2,585,791 or 0.61%. Toll revenues year-to-date are $389,138,497, an increase of $4,812,721 or 1.25%. Year-to-date passenger revenues increased $12,958,221 or 6.57% and commercial revenues decreased $8,145,500 or 4.35%. The decrease in commercial revenues is attributable to a decline in commercial traffic.

NOTE B - GASB 87, LEASES AND GASB 94, PUBLIC-PRIVATE PARTNERSHIPS (pages 1, 2, 3, 4, 6 & 15):

Effective December 2022 the Authority adopted GASB Statement No. 87, Leases and GASB Statement 94, Public-Private Partnerships. The primary objective of these statements is to enhance the relevance and consistency of information about governments' leasing activities. The statements establish a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset.

Under GASB 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources for obligations and/or revenues that are fixed in nature.

Under GASB 94, if a government is a lessor in a public-private partnership that requires a leasee to make a significant capital investment to construct assets on behalf of a lessor, the lessor is required to recognize the capital assets at the time they are placed in service with a corresponding deferred inflow equal to the amount invested by a leasee. In addition, a lessor is required to recognize a lease receivable and a deferred inflow of resources for revenues that are fixed in nature.

As of June 30, 2023, the Authority is the lessee on several office space and communication tower leases with remaining terms of 1 to 9 years; and is the lessor on the agreements detailed on Page 15.

In addition, the Authority is the lessor in a public-private partnership agreement for the design, construction, finance, operation and maintenance of the Authority's 27 Service Areas. This agreement is subject to GASB 94. Additional information can be found on Page 15 and Note E.

June 2022 results have not been restated to comply with these accounting standards.

NOTE C - TOTAL DEPARTMENTAL OPERATING EXPENSES (pages 4 & 10):

For the year, Departmental Operating Expenses are $188,647,770, a decrease of $970,616 or 0.51% compared with June 2022.

The decrease is primarily due to lower costs associated with prior year marketing fees related to the fiber optic system, snow and ice control, and Tolls by Mail administration. These decreases were partially offset by higher personal services costs, health insurance, an increase to special contracts for the Auto Work Zone Safety Program, and timing of non-capitalized highway and bridge payments.

A comparison of General Charges Undistributed for the year is as follows:

	YTD 2023	YTD 2022	CHANGE
Pensions - Funded	$ 9,000,000	$ 9,000,000	$ -
Health Insurance - Retirees - Funded	18,139,470	16,859,242	1,280,228
Health Insurance - Active Employees	14,378,182	13,422,936	955,246
Employee Benefit Fund	2,755,288	2,807,106	(51,818)
Social Security	4,917,565	4,736,372	181,193
Compensation Insurance	3,600,338	3,600,390	(52)
Unemployment Insurance	12,839	89,930	(77,091)
Survivor's Benefits	27,000	12,000	15,000
Benefits Allocated to Other Funds	(3,943,692)	(4,026,422)	82,730
Insurance Premiums	2,253,379	2,059,841	193,538
Claims and Indemnity Expense	704,806	(68,913)	773,719
Reimbursement to Civil Service	242,500	242,500	-
Professional Services	268,830	158,359	110,471
Lease Expense	140,833	-	140,833
Environmental Expense	240,341	187,743	52,598
Net Remediation Expense	53,423	18,083	35,340
Other	198,559	784,492	(585,933)
Totals	$ 52,989,661	$ 49,883,659	$ 3,106,002

NOTE D - DEPARTMENTAL OPERATING EXPENSES AND BUDGET (page 10):

The following Departmental Operating Expenses exceeded the normal year-to-date expenditure percentage of 50.00%:

Revenue Management
The overrun of 3.69% is predominantly due to the timing of reimbursement of E-ZPass and Tolls by Mail administrative costs.

Undistributed Charges
The overrun of 2.56% is due to higher than budgeted Health Insurance costs.

NOTE E - SERVICE AREAS (pages 13, 14 & 16):

In January 2021 the Authority entered into a 33-year agreement with Empire State Thruway Partners, LLC (Empire) for the design, construction, finance, operation, and maintenance of the Authority's 27 Service Areas. Empire will rebuild 23 of the 27 service area restaurant buildings and perform significant renovations to the remaining four. Empire's initial investment to rebuild and renovate the service areas is estimated to be $300 million. Additionally, over the life of the agreement Empire will invest another $99 million into future renovations and improvements.

The initial construction work will occur in two phases as detailed below. Phase 1 began in July 2021 when Empire assumed control of 16 service areas previously operated by HMSHost Corporation and Delaware North Corporation. Phase 2 began in January 2023 when Empire assumed control of the remaining 11 service areas that were operated by McDonald's Corporation until December 2022.

Commencing with the reopening of each new restaurant building, the agreement requires Empire to pay rent calculated as a percentage of gross sales, subject to a guaranteed annual minimum per location. In addition, the agreement has ancillary rent provisions tied to the operation of commercial vehicle fueling stations at 5 of the service areas and advertising opportunities at all service areas. Sales generated by Empire during the operation of a restaurant prior to reconstruction (interim operations) are not subject to rent provisions. Over the life of the agreement, base rent calculated as a percentage of sales is forecasted to be $85 million, of which $51 million is guaranteed.

	Service Area	Status	Anticipated/Actual Re-Opening
Phase 1			
	Indian Castle	Re-opened	August 26, 2022
	Chittenango	Re-opened	September 12, 2022
	Junius Ponds	Re-opened	October 6, 2022
	Iroquois	Re-opened	February 14, 2023
	Clifton Springs	Re-opened	March 30, 2023
	Plattekill	Re-opened	May 3, 2023
	Ardsley	Re-opened	June 8, 2023
	Clarence	Re-opened	June 28, 2023
	New Baltimore	Re-opened	June 28, 2023
	Pembroke	Re-opened	July 13, 2023
	Oneida	Under Construction	Quarter 4 2023
	Seneca	Under Construction	Quarter 3 2023
	Sloatsburg	Interim Operations	Quarter 1 2024
	Pattersonville	Interim Operations	Quarter 1 2024
	Ulster	Under Construction	Quarter 3 2024
	Scottsville	Under Construction	Quarter 1 2024
Phase 2			
	Schuyler	Under Construction	Quarter 3 2023
	Port Byron	Under Construction	Quarter 4 2023
	Warners	Under Construction	Quarter 1 2024
	Ramapo	Under Construction	Quarter 2 2024
	Malden	Interim Operations	Quarter 1 2024
	Guilderland	Under Construction	Quarter 1 2024
	Angola	Under Construction	Quarter 3 2024
	Ontario	Interim Operations	Quarter 1 2024
	Dewitt	Interim Operations	Quarter 2 2024
	Mohawk	Interim Operations	Quarter 4 2024
	Modena	Interim Operations	Quarter 3 2025



NEW YORK STATE OF OPPORTUNITY. Thruway Authority

Monthly Financial Report

June 2023
Supplement



Operating Results

Operating Expenses

Category	Year-To-Date 2022	2023	Change	Percent Change
Thruway Operating Expenses				
Admin and General	$5,206,064	$5,577,874	$371,810	7.1%
Information Technology	13,056,124	6,357,548	(6,698,576)	-51.3%
Engineering Services	3,069,378	3,239,451	170,073	5.5%
Maintenance & Operations				
Thruway Maintenance	45,360,099	48,364,972	3,004,873	6.6%
Equipment Maintenance	15,942,389	17,699,891	1,757,502	11.0%
Traffic and Services	4,992,837	5,730,181	737,344	14.8%
Finance and Accounts	2,964,758	2,607,654	(357,104)	-12.0%
Revenue Management	49,143,078	46,080,538	(3,062,540)	-6.2%
General Charges *	49,883,659	52,989,661	3,106,002	6.2%
Total Thruway Operating	$189,618,386	$188,647,770	($970,616)	-0.5%
Other Operating Expenses				
State Police**	$30,419,446	$30,181,790	($237,656)	-0.8%
Total Other Operating Expenses	$30,419,446	$30,181,790	(237,656)	-0.8%
Total Operating Expenses	$220,037,832	$218,829,560	($1,208,272)	-0.5%

** Includes changes relative to unfunded OPEB and Pension Adjustment and are as follows:*

Pension Contributions	*$9,000,000*	*$9,000,000*	*$0*	*0.0%*
Pension Adjustment LT liability and deferred Pension resources	*0*	*0*	*0*	*-*
Unfunded Retiree Health Insur. & Other Benefits	*0*	*0*	*0*	*-*
Funded Health Insurance & Other Benefits	*33,089,284*	*35,272,940*	*2,183,656*	*6.6%*
Social Security	*2,807,106*	*4,917,565*	*2,110,459*	*75.2%*
Workers' Compensation Insurance	*4,736,372*	*3,600,338*	*(1,136,034)*	*-24.0%*
Other General Charges	*250,897*	*198,818*	*(52,079)*	*-20.8%*
Total General Charges	*$49,883,659*	*$52,989,661*	*$3,106,002*	*6.2%*

*** Reflects the State Police expenses that the Authority reimburses the State as part of the 2016/17 Approved State Budget as of 4/1/2016. This includes reimbursement for purchase of vehicles and equipment.*

Operating Revenues

Category	Year-To-Date 2022	2023	Change	Percent Change
Toll Revenue	$384,325,776	$389,138,497	$4,812,721	1.3%
Passenger Revenue	197,248,331	210,206,552	12,958,221	6.6%
Commercial Revenue	187,077,445	178,931,945	(8,145,500)	-4.4%
Toll Related Fees	31,960,965	30,353,108	(1,607,857)	-5.0%
E-ZPass Fees	6,341,821	6,516,838	175,017	2.8%
Toll by Mail Fees	24,467,335	22,532,777	(1,934,558)	-7.9%
Special Hauling	1,151,809	1,303,493	151,684	13.2%
Lease Revenues	7,438,887	7,003,329	(435,558)	-5.9%
Fiber Optic User Fees	4,764,350	4,080,191	(684,159)	-14.4%
Service Areas	2,674,537	2,923,138	248,601	9.3%
Other Revenues	1,842,625	1,659,110	(183,515)	-10.0%
Total Operating Revenue	$425,568,253	$428,154,044	$2,585,791	0.6%

**** Toll by Mail fee's are from the All Electronic Toll Collection operation at the Gov. Mario M. Cuomo Bridge Barrier that started April 2018 and for the North & South Grand Island Bridge Barriers in March 2018, Harriman 2018, Yonkers November 2018, New Rochelle*

Operating Budget vs. Actual

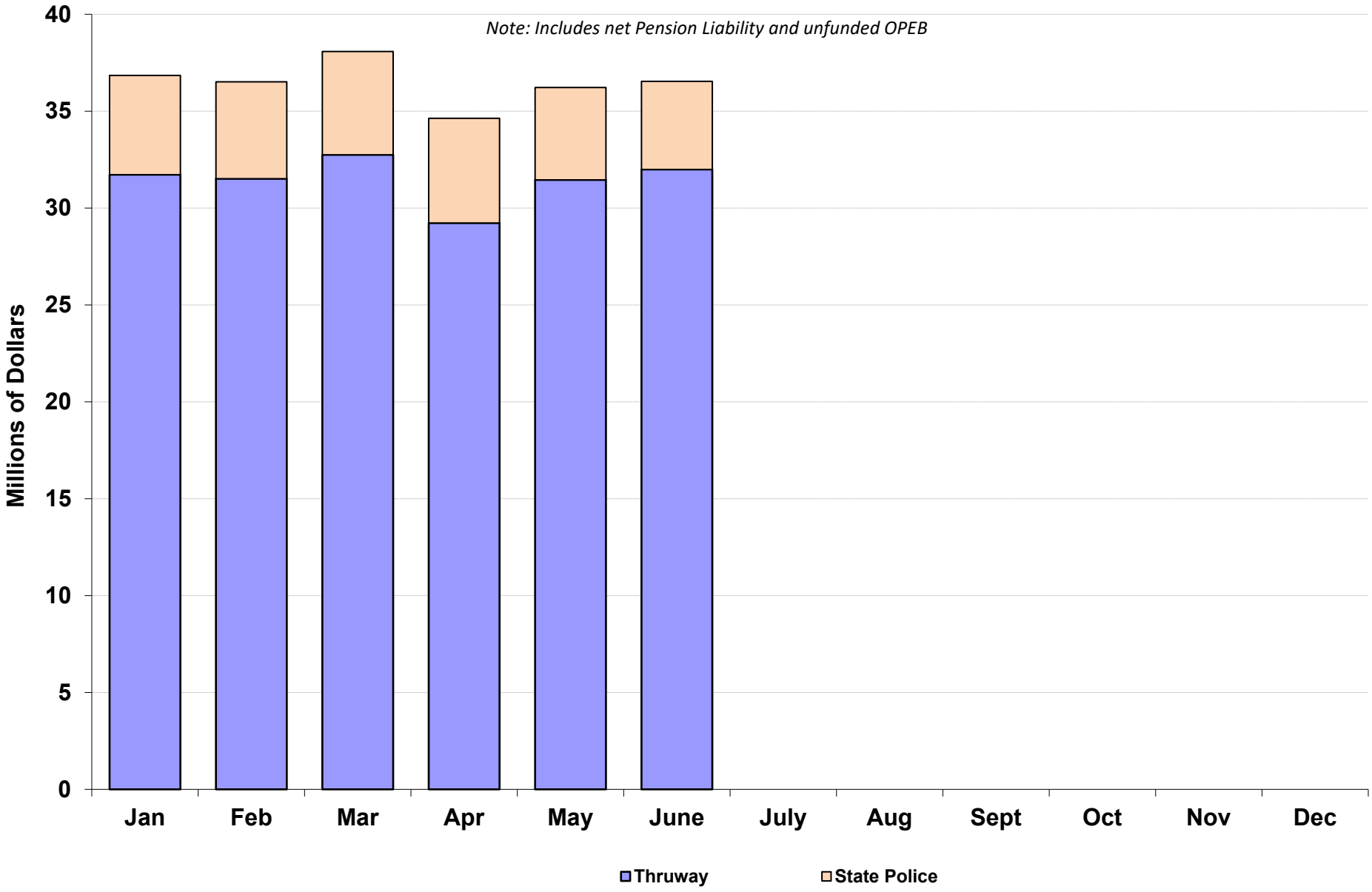
	Year-To-Date			
	2023 Budget	Actual	Difference	Percent Difference
Total Operating Expenses:				
Thruway Operating Expenses *	198,247,289	$187,889,541	($10,357,748)	-5.2%
Claims, Envir. Reserves	500,000	500,000	0	0.0%
Other Operating Expenses- State Police **	34,453,467	30,181,790	(4,271,677)	-12.4%
Total Operating Expenses	$233,200,756	$218,571,331	($14,629,425)	-6.3%
Total Operating Revenues:				
Net Toll Revenue ***	$375,114,893	$389,138,497	$14,023,604	3.7%
Toll Related Fees	31,389,863	$30,353,108	(1,036,755)	-3.3%
Lease Revenues	7,075,000	$7,003,329	(71,671)	-1.0%
Other Revenues	5,710,000	$20,707,901	14,997,901	262.7%
Total Operating Revenue	$419,289,756	$447,202,835	$27,913,079	6.7%

** Excludes unfunded OPEB and adjustment of net Pension liability and changes in Inflows/outflows adopted in 2015 in accordance with GASB 68.*

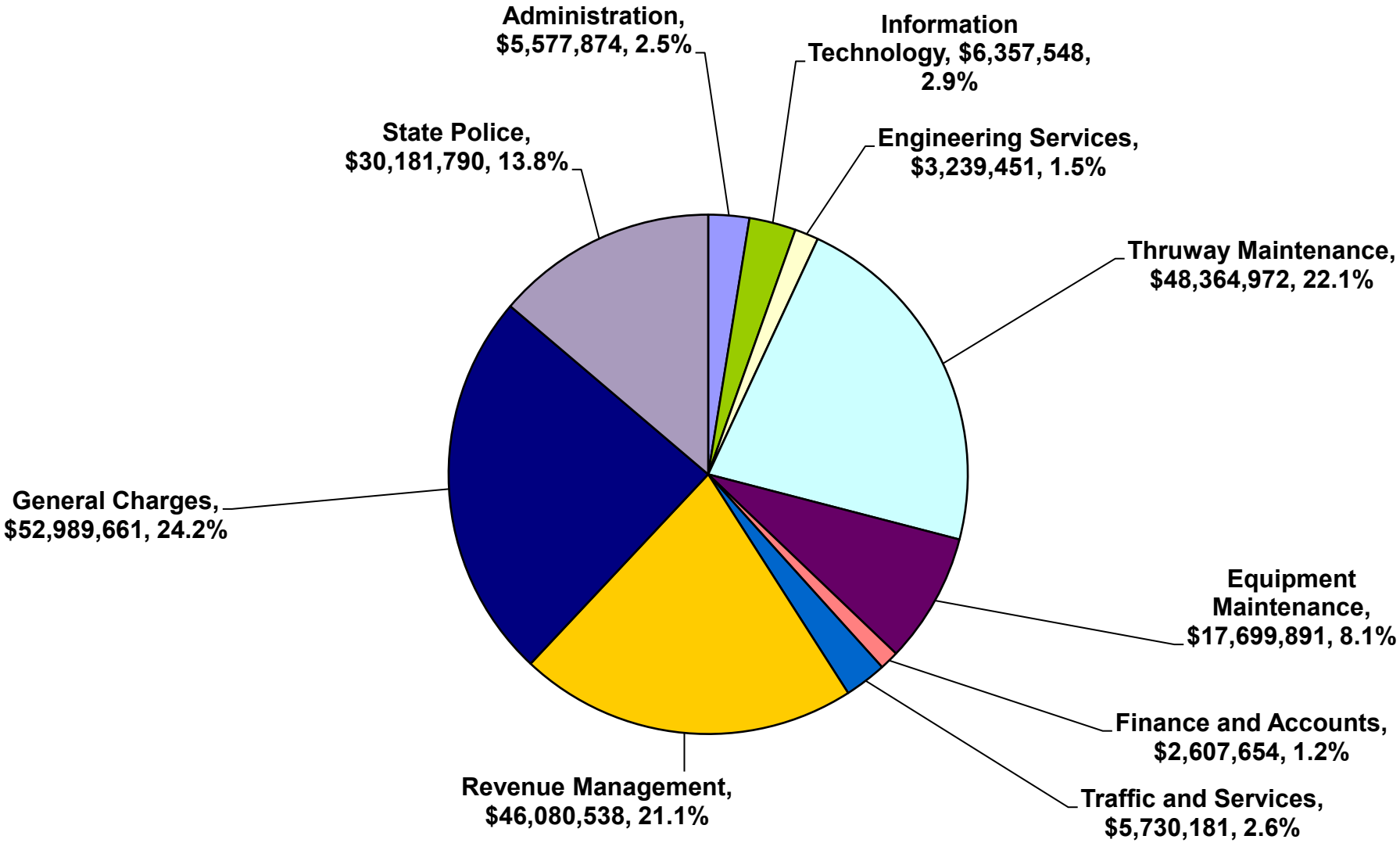
*** The State's 2016/17 Budget provides the Authority reimburse for State Police - Troop T costs as of 4/1/2016. This includes reimbursement for equipment and vehicles that are typically billed later in year.*

**** Includes the adjustment of accounts receiveable for Tolls by Mail which is outstanding and thus not available until paid.*

2023 YTD Operating Expenses

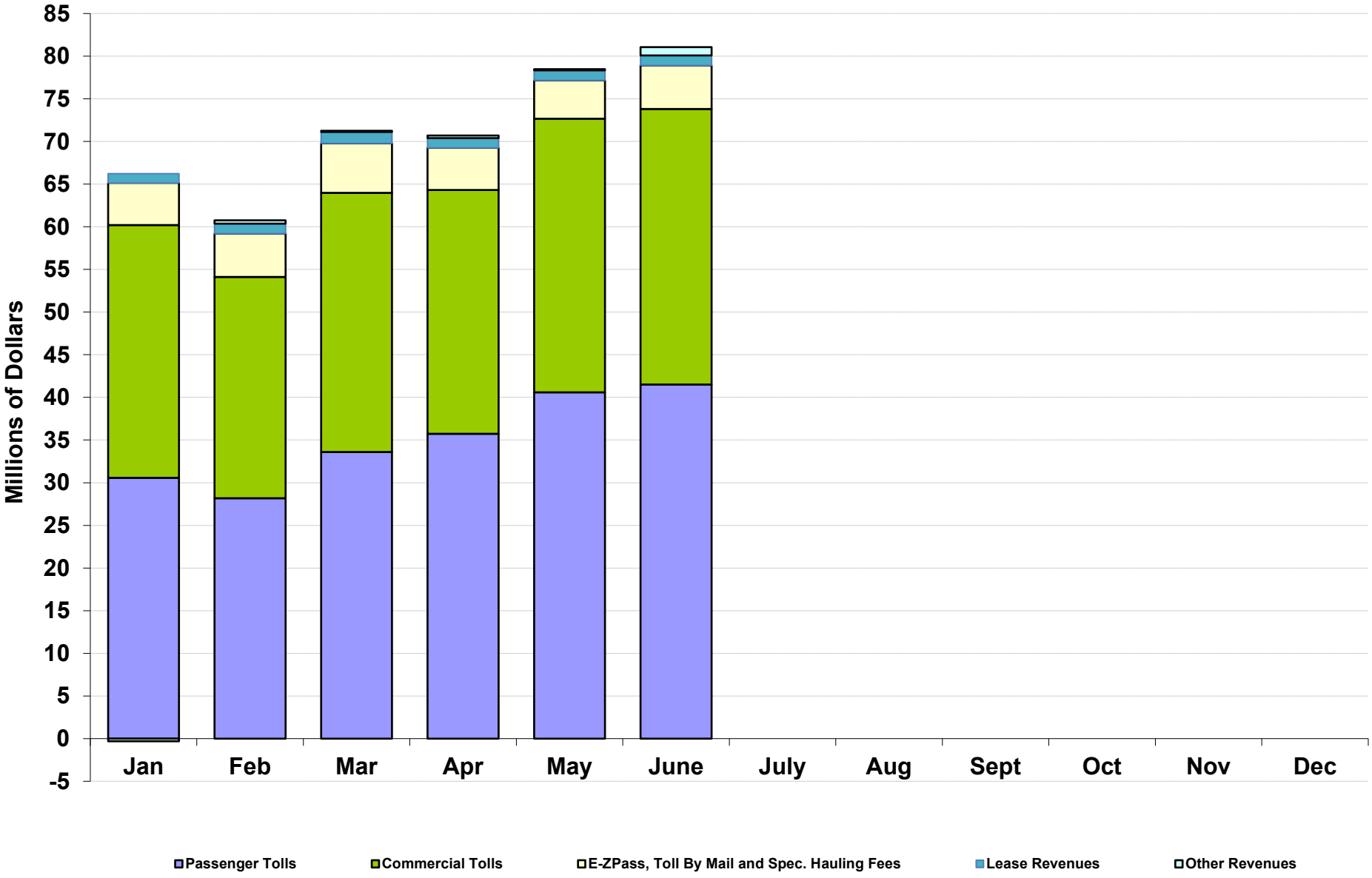


2023 YTD Operating Expenses

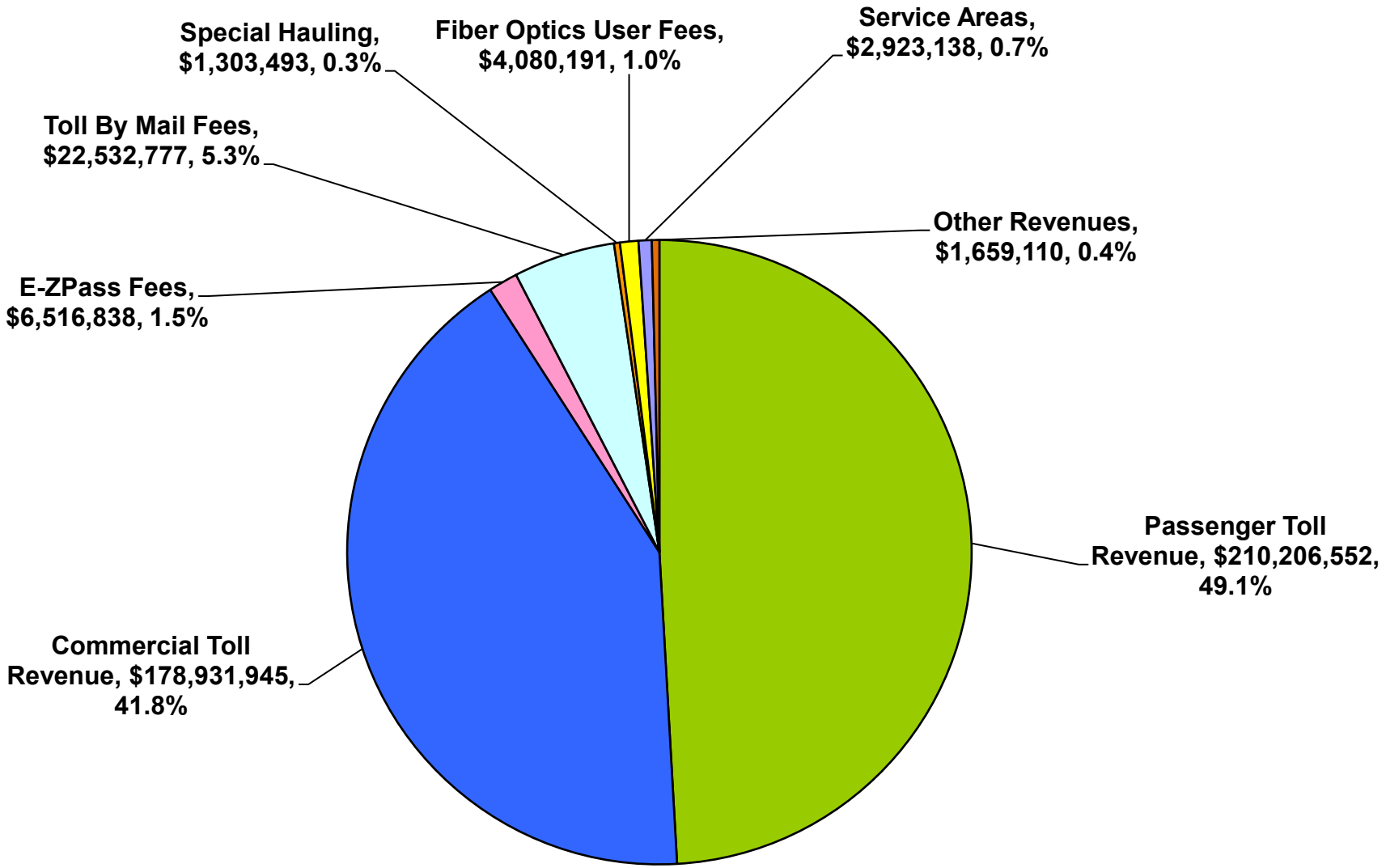


Note: General Charges include net Pension liability and unfunded OPEB

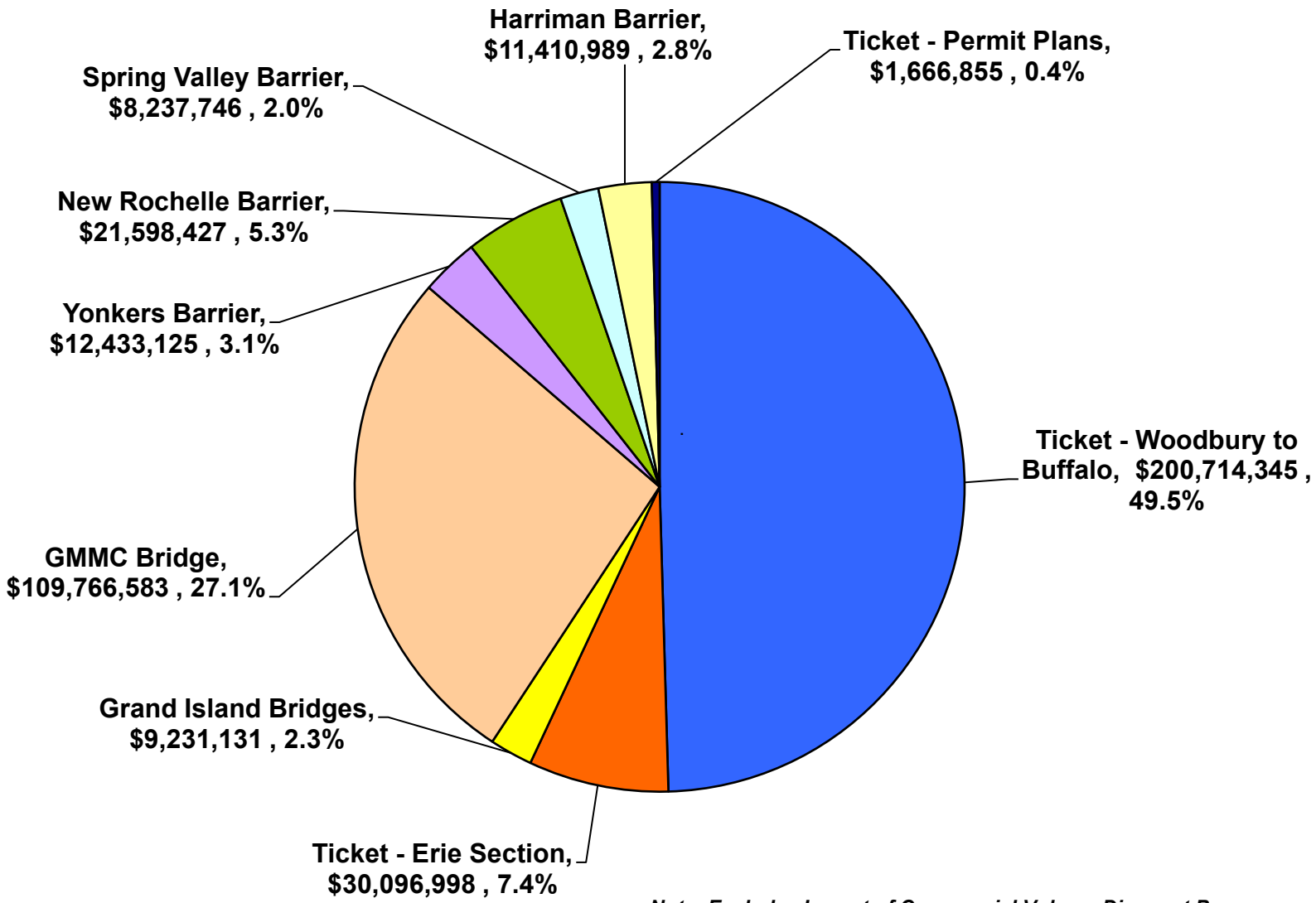
2023 YTD Operating Revenues



2023 YTD Operating Revenue

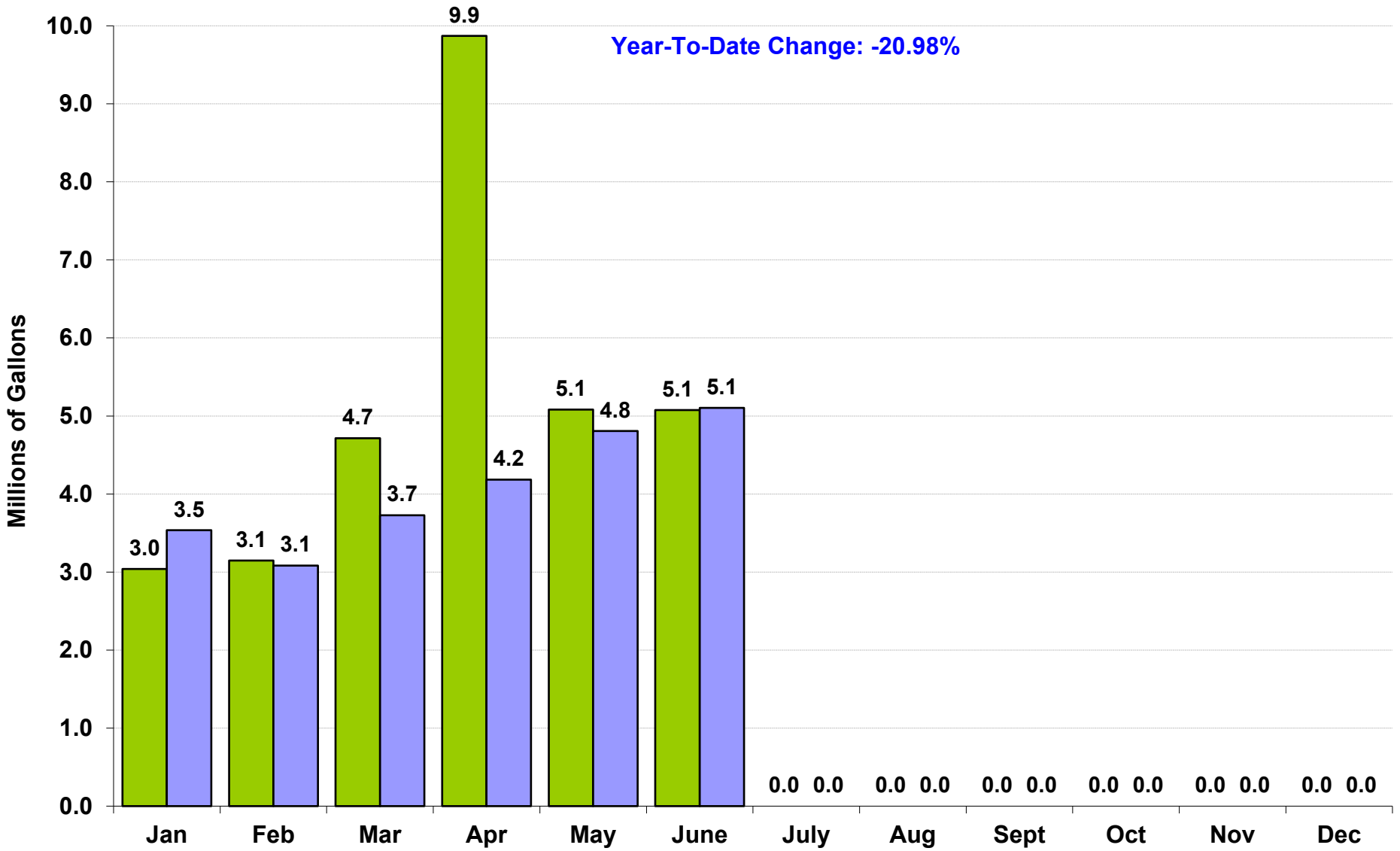


2023 YTD Toll Collections, By Location

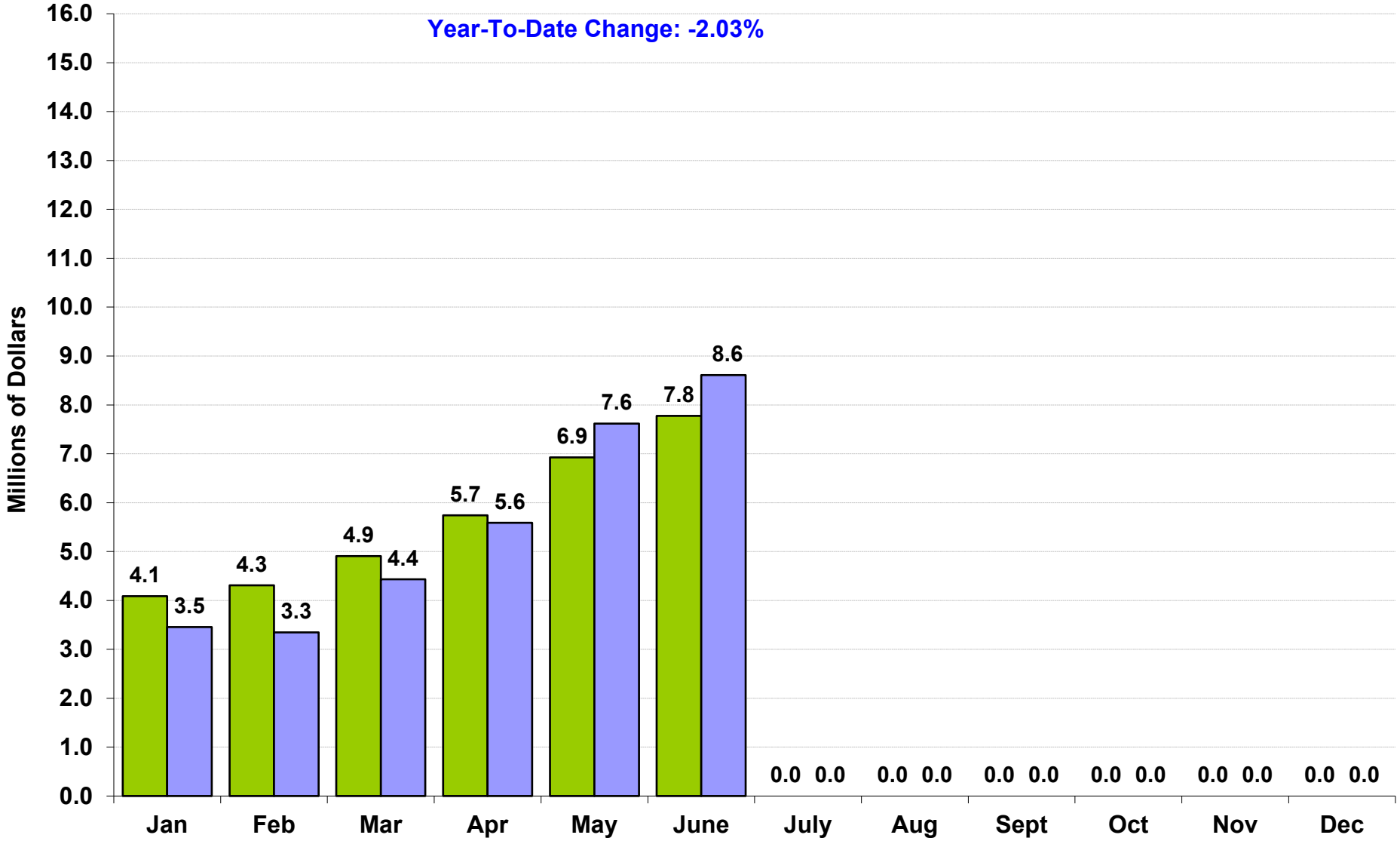


Note: Excludes Impact of Commercial Volume Discount Program.

Fuel Deliveries to Service Areas



Restaurant Sales at Service Plazas

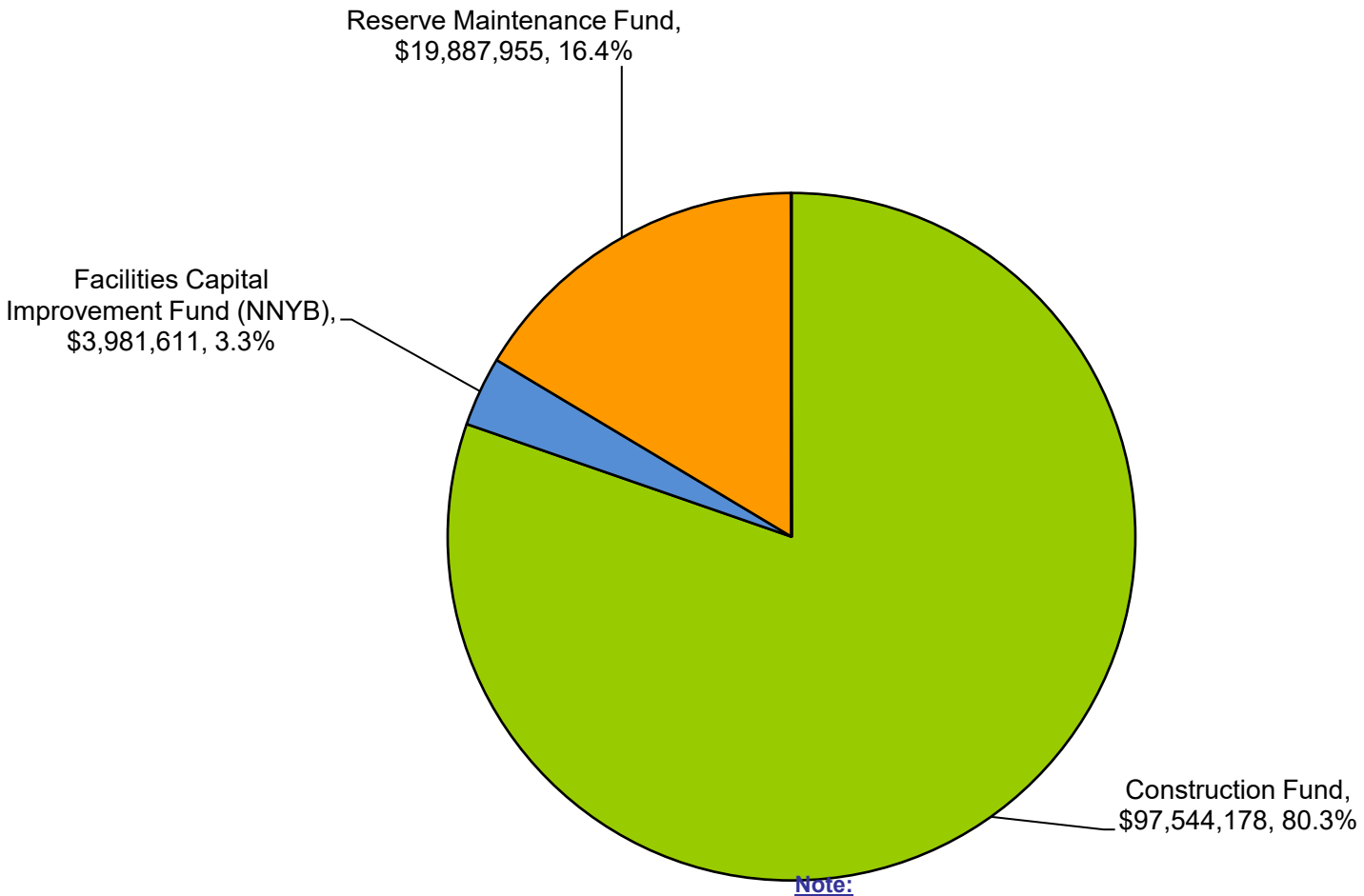


Thruway Capital Program

(Includes New NY Bridge Project)

2023 YTD Capital Program Expenses, by Fund

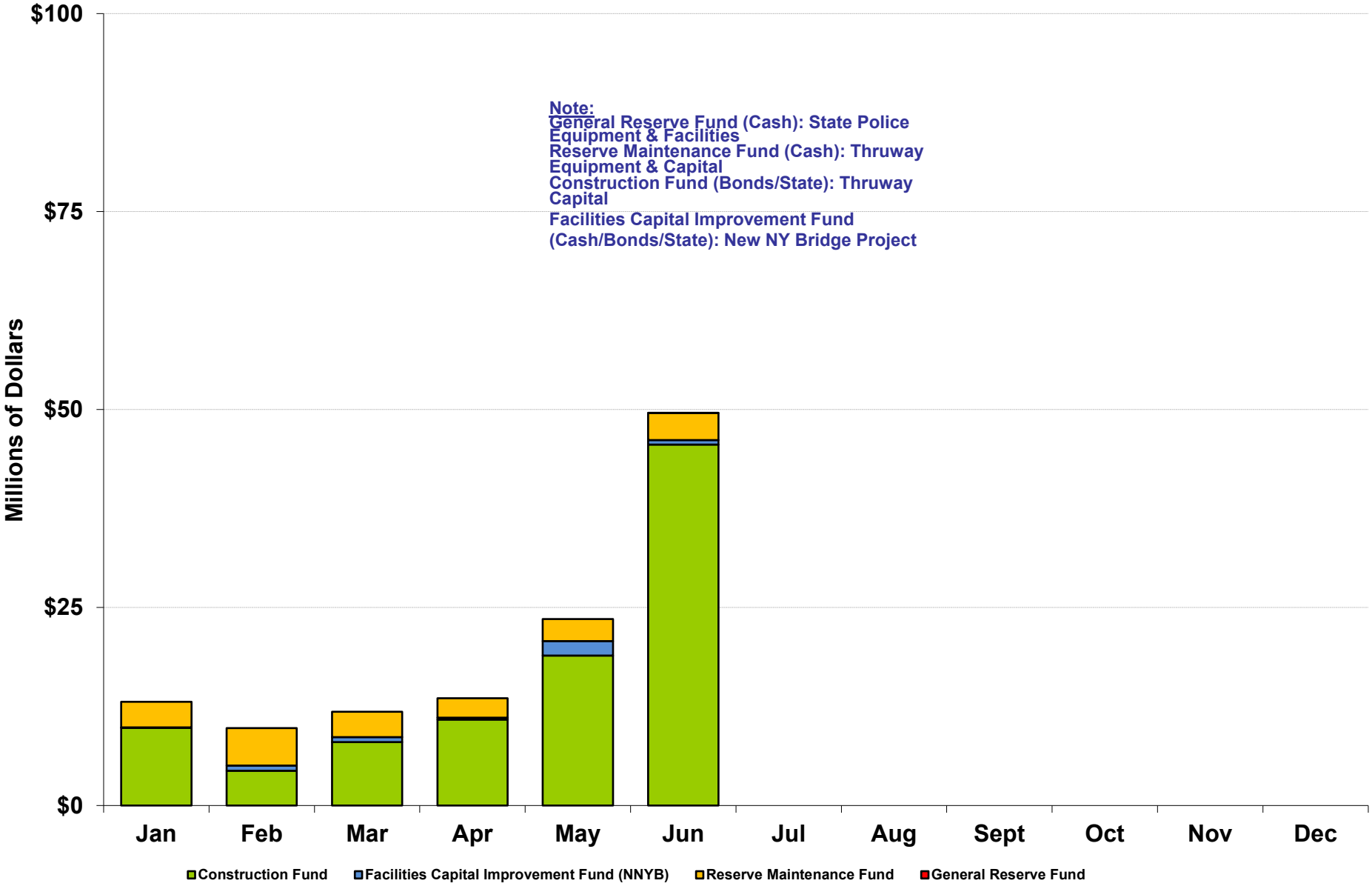
YTD Total Expenses = $121.4 million



Note:
General Reserve Fund (Cash): State Police Equipment & Facilities
Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
Construction Fund (Bonds): Thruway Capital
Facilities Capital Improvement Fund (Cash/Bonds): New NY Bridge Project

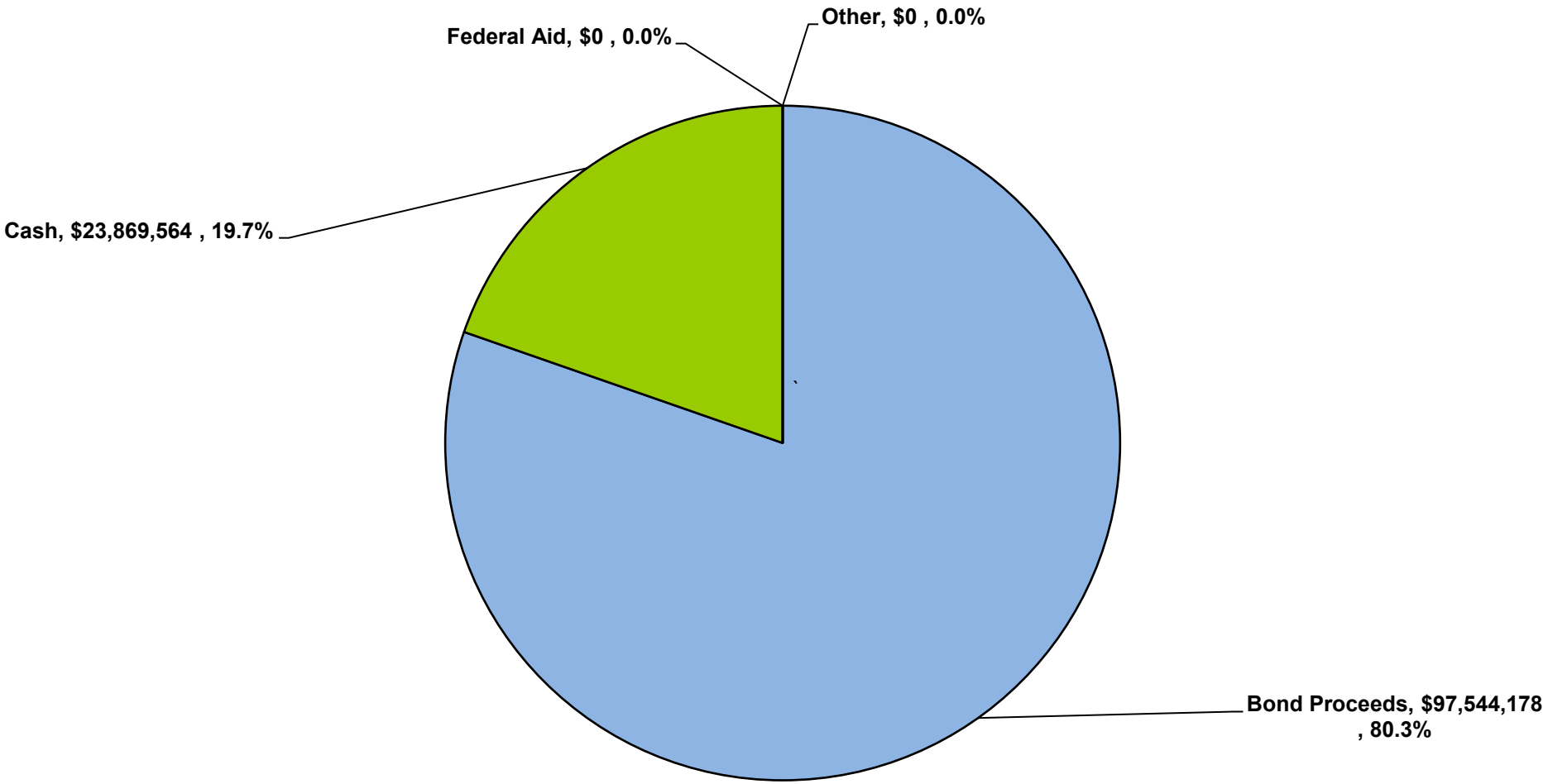
2023 YTD Capital Program Expenses, By Fund

YTD Total Expenses = $121.4 million



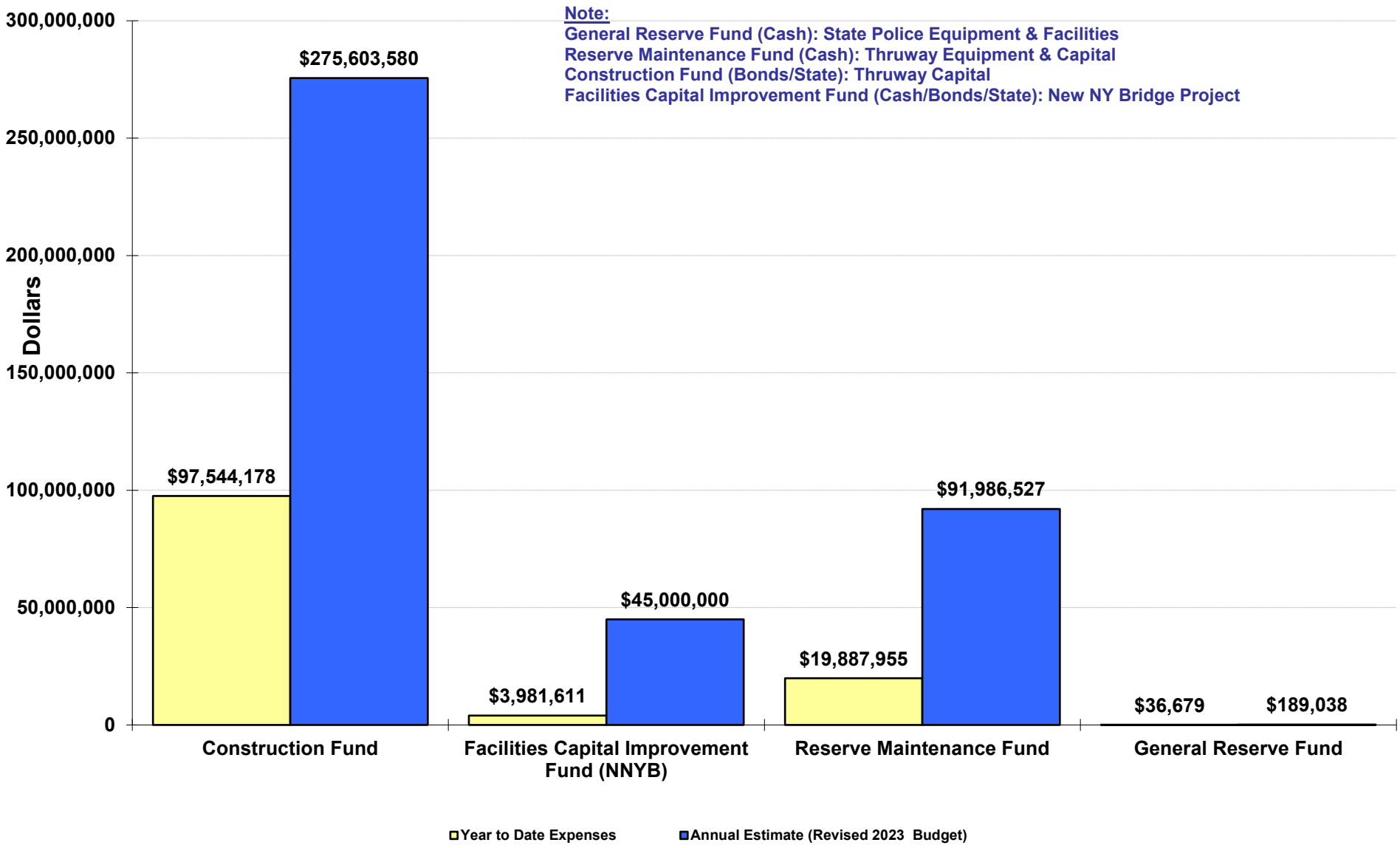
2023 YTD Capital Funding Sources

YTD Total Expenses = $121.4 million

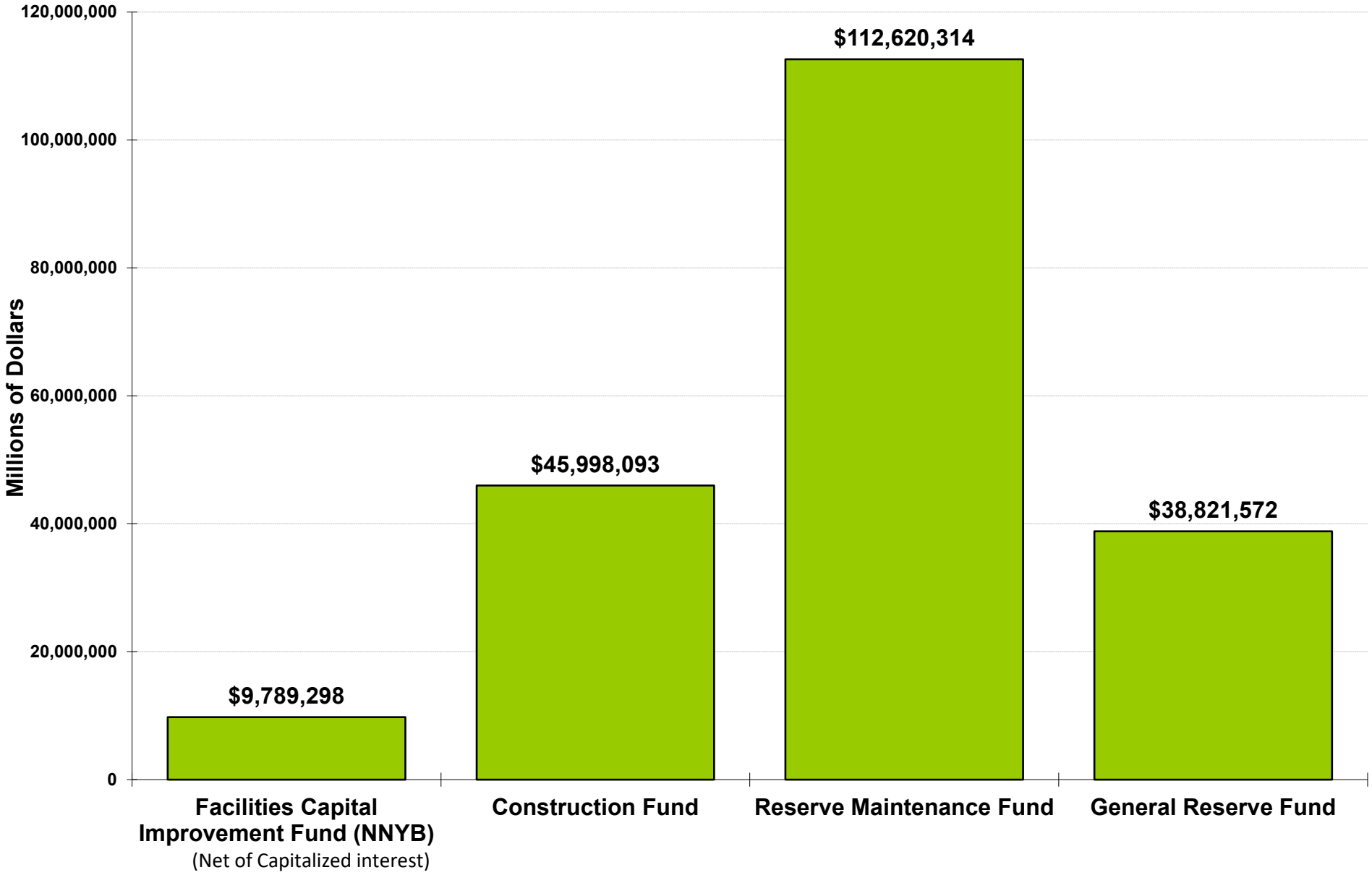


2023 YTD Capital Expenses, By Fund

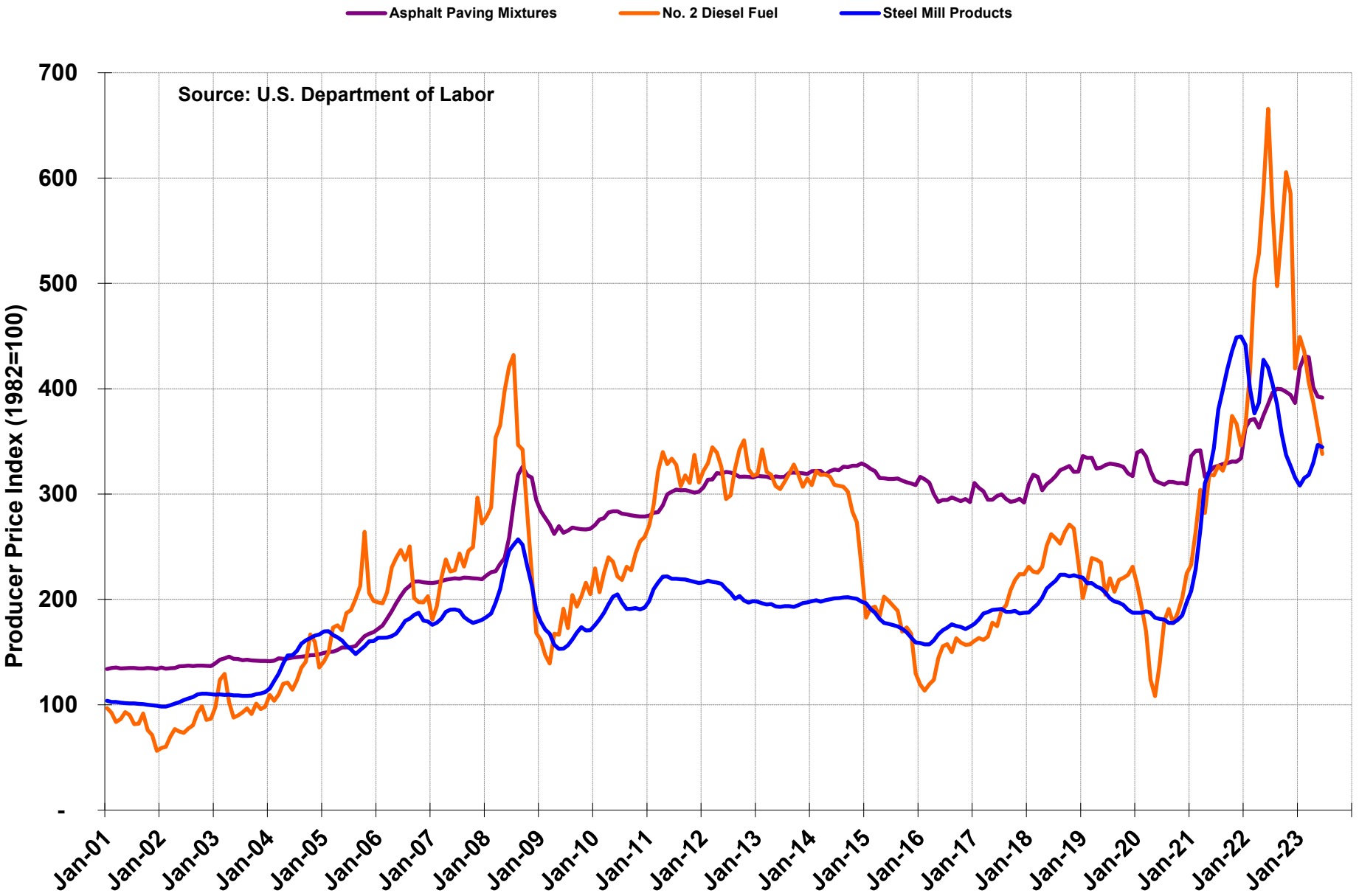
YTD Total Expenses = $121.4 million



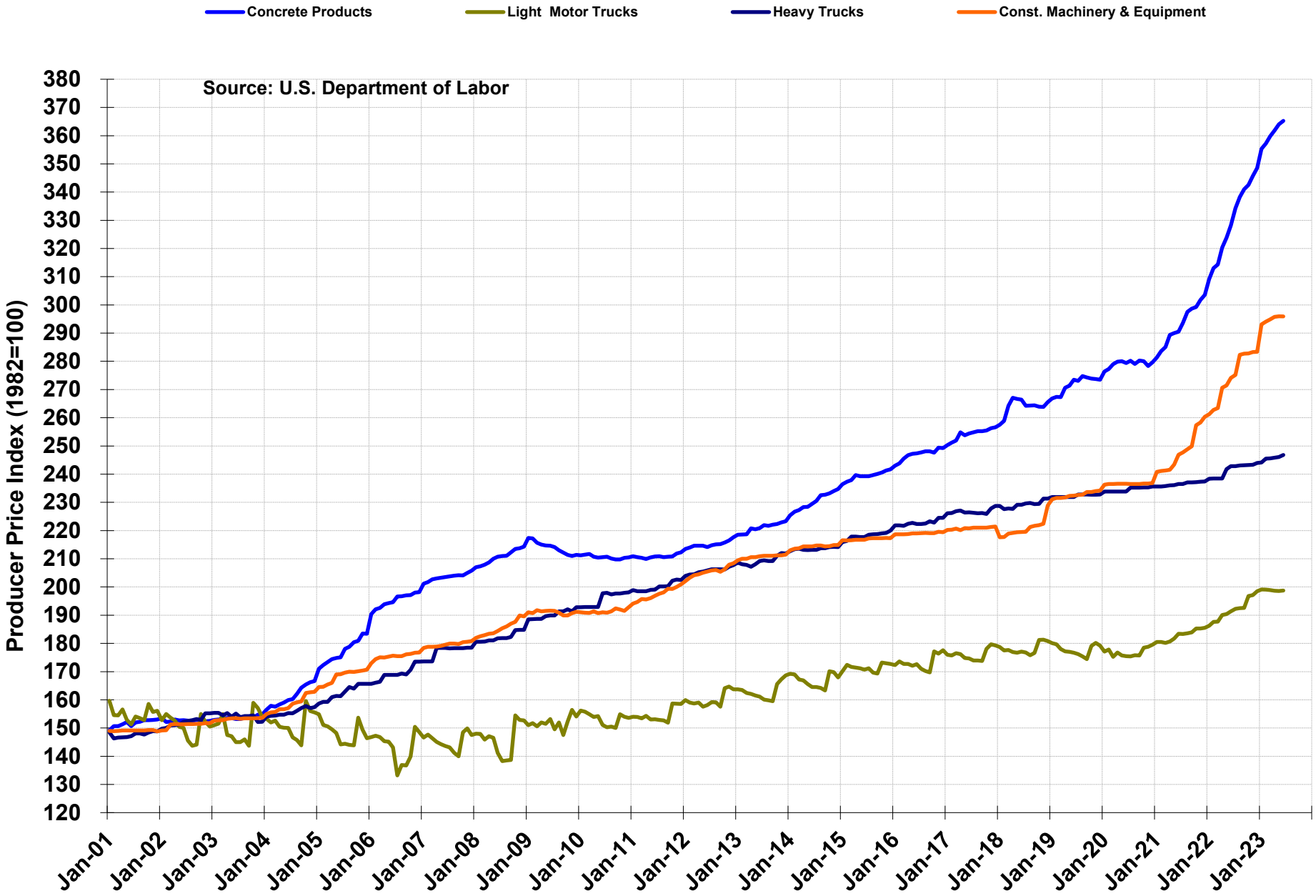
2023 Capital Fund Balances at End of Month



Producer Prices: Construction Inputs

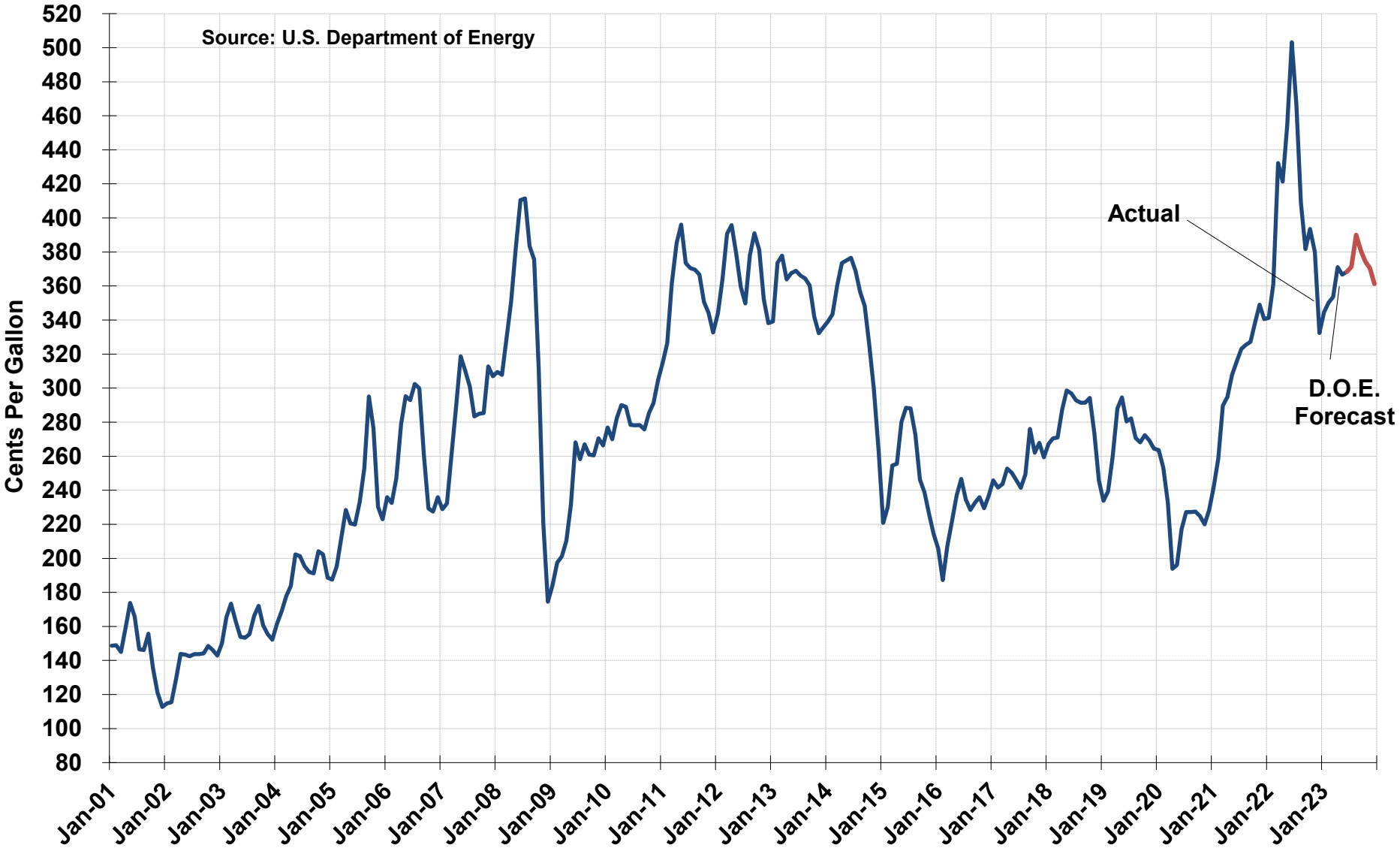


Producer Prices: Construction Inputs



Average Retail Price of Gasoline in U.S.

All Grades



Thruway Traffic Information

Thruway Traffic Information

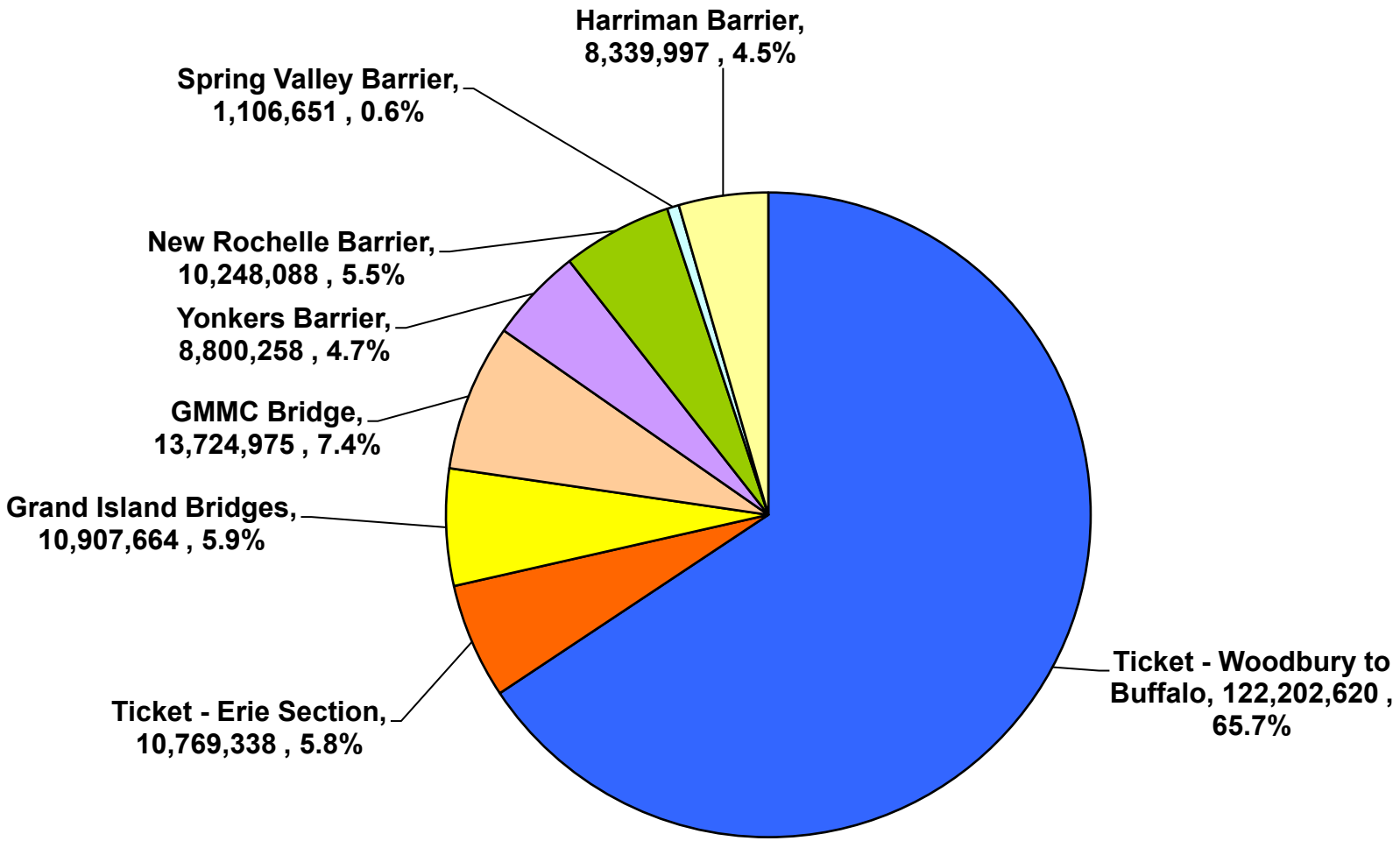
	Year-To-Date			
Revenue Trips - Location	**2022**	**2023**	**Change**	**Percent Change**
Toll Ticket System				
Woodbury to Williamsville	117,987,514	122,202,620	4,215,106	3.6%
Erie Section	10,256,086	10,769,338	513,252	5.0%
Total Ticket System	128,243,600	132,971,958	4,728,358	3.7%
Bridges and Barriers				
Grand Island South	5,693,268	5,996,454	303,186	5.3%
Grand Island North	4,608,527	4,911,210	302,683	6.6%
GMMC Bridge	13,240,108	13,724,975	484,867	3.7%
Yonkers	8,504,417	8,800,258	295,841	3.5%
New Rochelle (I-95)	9,738,687	10,248,088	509,401	5.2%
Spring Valley (Commercial Only)	1,131,722	1,106,651	(25,071)	-2.2%
Harriman	8,129,241	8,339,997	210,756	2.6%
Total Bridges and Barriers	51,045,970	53,127,633	2,081,663	4.1%
Total Trips	179,289,570	186,099,591	6,810,021	3.8%
Non-Revenue Trips	958,674	944,173	(14,501)	-1.5%
Total Revenue Trips	178,330,896	185,155,418	6,824,522	3.8%

Revenue Trips - Type	**2022**	**2023**	**Change**	
Passenger	147,814,698	155,293,496	7,478,798	5.1%
Commercial	30,516,198	29,861,922	(654,276)	-2.1%
Total Revenue Trips	178,330,896	185,155,418	6,824,522	3.8%

Miles Traveled - Revenue Trips				
Toll Ticket System	2,542,631,231	2,744,775,437	202,144,206	7.95%
NY Division Bridge/Barriers	735,250,160	769,243,991	33,993,831	4.62%
Williamsville-Lackawanna	174,235,180	182,375,952	8,140,772	4.67%
Grand Island Bridges	103,585,750	109,356,600	5,770,850	5.57%
Total Revenue Trip Miles	3,555,702,321	3,805,751,980	250,049,659	7.03%

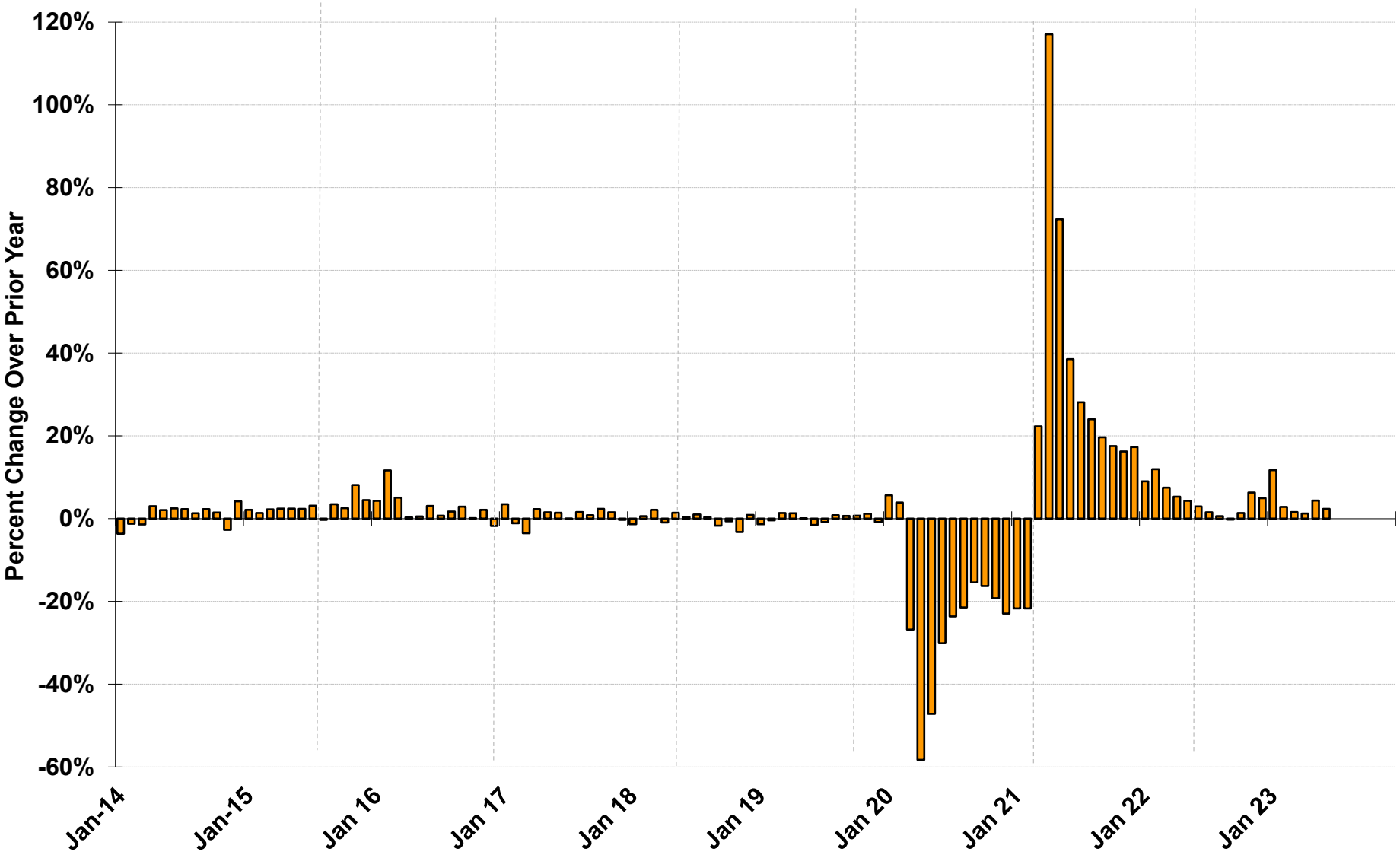
Average Trip Length (Miles) - All Trips - Ticketed System				
Passenger	19.55	19.52	(0.03)	-0.15%
Commercial	25.83	25.97	0.14	0.54%
Overall	20.26	20.38	0.12	0.59%

2023 YTD Total Thruway Trips, By Location



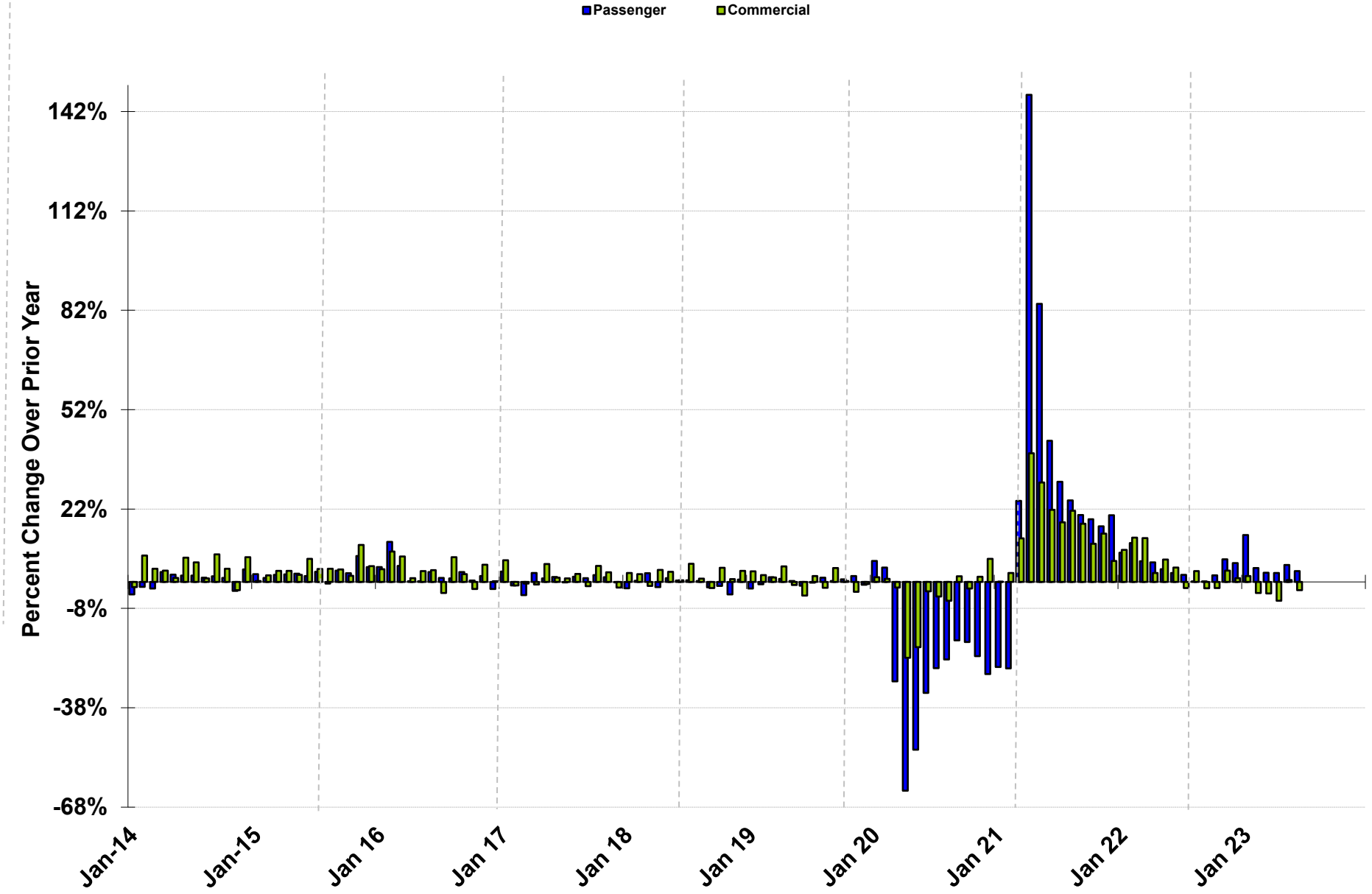
Percent Change in Monthly Thruway Traffic

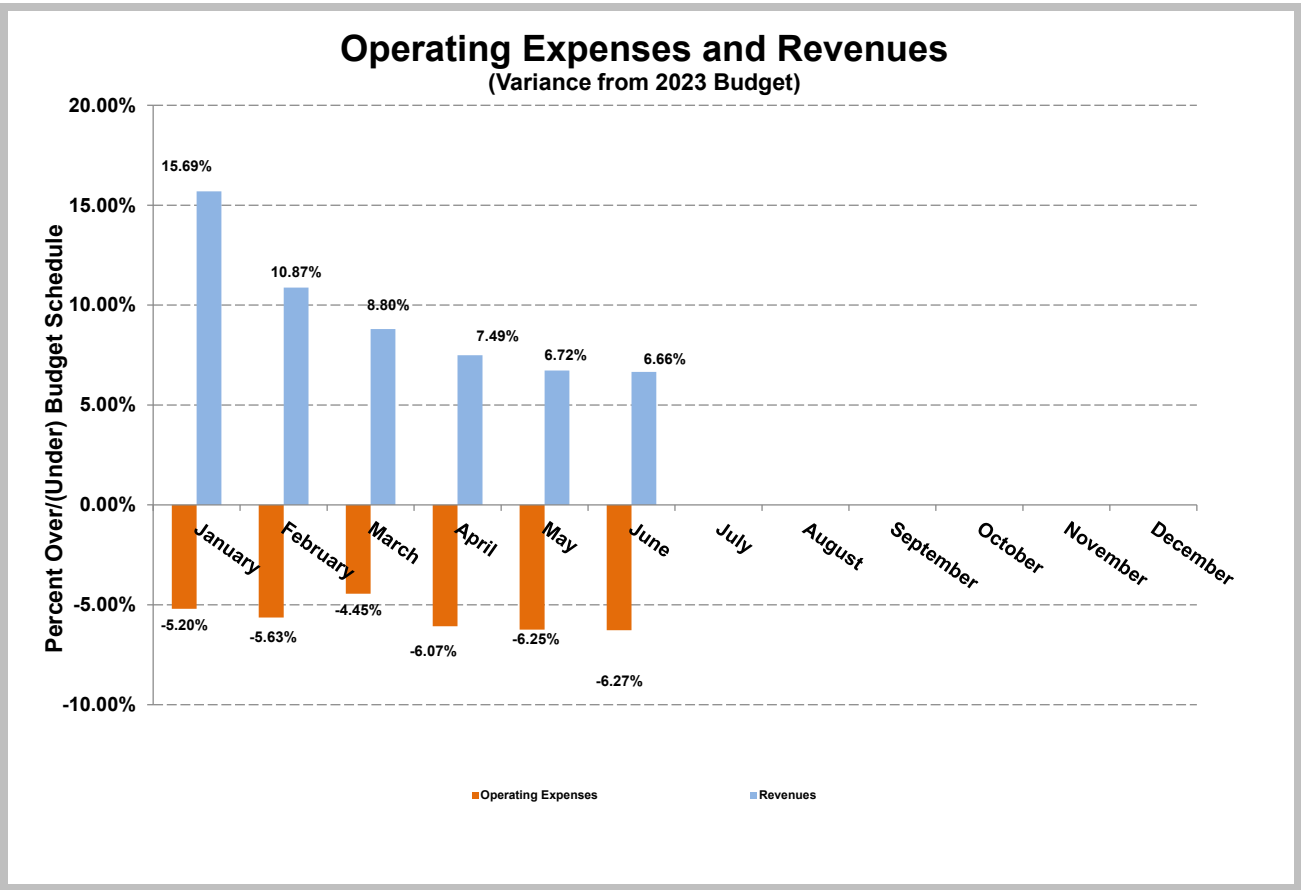
Total Passenger and Commercial Revenue Trips



Percent Change in Monthly Thruway Traffic

By Passenger and Commercial Revenue Trips




Operating Expenses and Revenues
(Variance from 2023 Budget)
Percent Over/(Under) Budget Schedule
20.00%
15.00%
10.00%
5.00%
0.00%
-5.00%
-10.00%
15.69%
10.87%
8.80%
7.49%
6.72%
6.66%
-5.20%
-5.63%
-4.45%
-6.07%
-6.25%
-6.27%
January
February
March
April
May
June
July
August
September
October
November
December
Operating Expenses
Revenues

TO: The Finance Committee DATE: September 18, 2023

FROM: David Malone
Chief Financial Officer

SUBJECT: Investment Transactions – Second Quarter Investments 2023

The Chief Financial Officer or designated representative has engaged in numerous financial transactions investing funds not immediately required for the fiscal management of the New York State Thruway Authority or for the Local Highway and Bridge Service Contract Bond Program, Second General Highway and Bridge Trust Fund Bond Program, or the State Personal Income Tax Revenue Bond Program. These transactions include the purchase of authorized securities, repurchase agreements and certificates of deposit.

The attached Exhibit A presents the details of all investments purchased during the Quarter ending June 30, 2023. The attached Exhibit B details the investments held as of June 30, 2023. These Exhibits are submitted in accordance with the Authority's Investment Policy as approved by the Board on March 27, 2023.

RECOMMENDATION:

It is recommended that the Finance Committee accept these reports and that this item be presented to the Authority Board.

Exhibit A

Investment Transactions
Program Summary
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Program		Cost	Average Yield (%)	Weighted Avg Maturity
Thruway Authority	$	3,003,597,319	4.9984%	45
Trust Fund Bond Program		13,768,979	4.9467%	185
State Personal Income Tax Revenue Bond Program (PIT)		2,776,856,690	4.7781%	71
	$	**5,794,222,988**		

Investment Transactions
Thruway Authority Summary
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund		Cost	Avg Yield (%)	Weighted Avg Maturity
Bond Proceeds - Series O	$	190,678,148	4.9319%	32
Capitalized Interest - Series O		22,961,695	5.2275%	182
Construction		21,737,452	5.1146%	84
Environmental Remediation Reserve		62,650,764	4.9990%	40
E-ZPass Revenue		1,083,323,774	4.8615%	26
Facilities Capital Improvement		20,451,469	4.8263%	18
General Reserve		156,483,157	4.8938%	25
Insurance Reserve		2,934,546	2.7597%	69
JIO Debt Service		28,672,784	4.7547%	29
JIO Debt Service Reserve		62,212,995	5.1500%	168
Operating		104,846,471	4.8611%	11
Public Liability Reserve		27,338,829	4.7676%	45
Reserve Maintenance		280,084,632	5.0426%	87
Retirement Pension Accrual		16,130,130	5.2003%	156
Revenue		639,049,575	4.5103%	12
Sr. Debt Service		68,322,620	4.7560%	29
Sr. Debt Service Reserve		215,718,279	5.1408%	188
Total	**$**	**3,003,597,319**		
			Weighted Average Maturity	**46**

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
Bond Proceeds - Series O						
	Koch Industries	05/12/2023	04/06/2023	Wells Fargo Securities, LLC	$ 18,908,800	4.8000
	Koch Industries	05/18/2023	04/13/2023	Wells Fargo Securities, LLC	18,413,487	4.8100
	Roche Holdings Inc.	05/26/2023	04/20/2023	Loop Capital Markets, LLC	8,459,285	4.7900
	Treasury Bill	06/01/2023	04/27/2023	American Veterans Group, PBC	7,969,037	3.9810
	Treasury Bill	06/01/2023	04/28/2023	BNY Mellon Capital Markets, LLC	3,985,116	3.9400
	Treasury Bill	06/08/2023	05/05/2023	Multi-Bank Securities Inc.	35,824,900	5.1500
	Treasury Bill	06/15/2023	05/12/2023	Stern Brothers & Co.	16,917,314	5.1500
	Treasury Bill	06/22/2023	05/18/2023	Alamo Capital	13,431,159	5.2450
	Treasury Bill	06/27/2023	06/08/2023	CastleOak Securities, LP	19,948,067	4.9200
	Roche Holdings Inc.	06/30/2023	05/26/2023	Loop Capital Markets	2,985,329	5.0300
	Federal Home Loan Bank	07/07/2023	06/08/2023	Stern Brothers & Co.	19,921,217	4.8900
	Metlife Short Term Fund	07/14/2023	06/15/2023	Loop Capital Markets	5,975,398	5.0900
	National Securities Clearing Corp	07/21/2023	06/27/2023	Wells Fargo Securities, LLC	17,939,040	5.0800
					$ 190,678,148	
Capitalized Interest - Series O						
	Treasury Bill	12/28/2023	06/29/2023	Stern Brothers & Co.	$ 22,961,695	5.22752
					$ 22,961,695	
Construction						
	Treasury Bill	06/06/2023	04/19/2023	Santander US Capital Markets LLC	$ 10,931,785	4.6510
	Toyota Motor Credit Corporation	10/04/2023	06/06/2023	Wells Fargo Securities, LLC	10,805,667	5.3000
					$ 21,737,452	

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker		Cost	Yield to Maturity (%)
Environmental Remediation Reserve							
	Toyota Motor Credit Corporation	05/15/2023	04/10/2023	Wells Fargo Securities, LLC	$	9,952,361	4.9000
	Roche Holdings Inc.	06/08/2023	04/26/2023	Piper Sandler & Co		9,942,428	4.8200
	Treasury Bill	06/27/2023	05/02/2023	Stern Brothers & Co.		2,976,620	5.0100
	Koch Industries	06/27/2023	05/15/2023	Loop Capital Markets		9,939,322	5.0800
	Roche Holdings Inc.	06/29/2023	06/08/2023	Piper Sandler & Co		8,973,750	5.0000
	Treasury Bill	08/03/2023	06/27/2023	Siebert Williams Shank & Co., LLC		11,937,963	5.0300
	Treasury Bill	08/24/2023	06/29/2023	Wells Fargo Securities, LLC		8,928,320	5.1200
					$	**62,650,764**	
E-ZPass Revenue							
	Treasury Bill	04/18/2023	04/11/2023	Stern Brothers & Co.	$	49,958,574	4.2610
	Koch Industries	04/20/2023	04/13/2023	Wells Fargo Securities, LLC		29,972,583	4.7000
	Koch Industries	04/25/2023	04/03/2023	Wells Fargo Securities, LLC		24,926,361	4.8200
	Treasury Bill	04/25/2023	04/18/2023	Alamo Capital		49,965,000	3.6000
	Koch Industries	04/25/2023	04/06/2023	Wells Fargo Securities, LLC		19,949,650	4.7700
	Koch Industries	05/02/2023	04/06/2023	Wells Fargo Securities, LLC		29,896,433	4.7800
	Koch Industries	05/04/2023	04/10/2023	Wells Fargo Securities, LLC		29,904,200	4.7900
	Treasury Bill	05/09/2023	04/20/2023	Loop Capital Markets		39,925,900	3.5100
	Treasury Bill	05/16/2023	04/20/2023	Piper Sandler & Co		39,903,222	3.3500
	Roche Holdings Inc.	05/16/2023	04/21/2023	Loop Capital Markets		9,967,014	4.7500
	Treasury Bill	05/18/2023	04/26/2023	Stern Brothers & Co.		49,881,444	3.8800
	Treasury Bill	05/23/2023	05/01/2023	Stern Brothers & Co.		34,909,739	4.2200
	Koch Industries	05/23/2023	05/04/2023	Wells Fargo Securities, LLC		14,960,813	4.9500
	Koch Industries	05/25/2023	05/04/2023	Wells Fargo Securities, LLC		14,956,688	4.9500
	Koch Industries	05/25/2023	05/02/2023	Wells Fargo Securities, LLC		14,952,754	4.9300

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Koch Industries	05/30/2023	05/08/2023	Wells Fargo Securities, LLC	24,924,681	4.9300
	Roche Holdings Inc.	05/30/2023	04/24/2023	Piper Sandler & Co	19,903,800	4.8100
	Toyota Motor Credit Corporation	05/31/2023	04/04/2023	Stern Brothers & Co.	44,646,735	4.9581
	Treasury Bill	06/06/2023	05/16/2023	Stern Brothers & Co.	9,969,083	5.3000
	Treasury Bill	06/06/2023	05/15/2023	Stern Brothers & Co.	14,951,600	5.2800
	Treasury Bill	06/13/2023	05/18/2023	Santander US Capital Markets LLC	34,864,258	5.3700
	Treasury Bill	06/15/2023	05/23/2023	Stern Brothers & Co.	19,929,018	5.5551
	Treasury Bill	06/15/2023	05/22/2023	BNY Mellon Capital Markets, LLC	14,947,100	5.2900
	Treasury Bill	06/15/2023	05/25/2023	Wells Fargo Securities, LLC	29,892,375	6.1500
	Treasury Bill	06/20/2023	05/24/2023	Wells Fargo Securities, LLC	17,925,615	5.5100
	Treasury Bill	06/20/2023	06/07/2023	Wells Fargo Securities, LLC	31,943,378	4.9000
	Koch Industries	06/27/2023	05/11/2023	Loop Capital Markets	19,867,617	5.0700
	Koch Industries	06/27/2023	06/06/2023	Wells Fargo Securities, LLC	24,925,625	5.1000
	Treasury Bill	06/29/2023	05/09/2023	Stern Brothers & Co.	29,785,481	5.0475
	Treasury Bill	07/05/2023	06/07/2023	Loop Capital Markets	31,876,987	4.9425
	Treasury Bill	07/06/2023	06/28/2023	Wells Fargo Securities, LLC	59,934,933	4.8800
	National Securities Clearing Corp	07/11/2023	06/12/2023	Wells Fargo Securities, LLC	14,938,013	5.1300
	Roche Holdings Inc.	07/11/2023	06/16/2023	Piper Sandler & Co	19,929,861	5.0500
	National Securities Clearing Corp	07/13/2023	06/12/2023	Wells Fargo Securities, LLC	14,933,738	5.1300
	Treasury Bill	07/18/2023	06/20/2023	BNY Mellon Capital Markets, LLC	39,844,289	5.0050
	Koch Industries	07/20/2023	06/21/2023	Wells Fargo Securities, LLC	34,856,490	5.0900
	Koch Industries	07/20/2023	06/13/2023	Loop Capital Markets	24,867,160	5.1700
	Treasury Bill	07/27/2023	06/06/2023	CastleOak Securities, LP	49,635,563	5.1450
					$ 1,083,323,774	

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker		Cost	Yield to Maturity (%)
Facilities Capital Improvement							
	Koch Industries	04/18/2023	04/06/2023	Wells Fargo Securities, LLC	$	2,496,033	4.7600
	Koch Industries	04/28/2023	04/13/2023	Wells Fargo Securities, LLC		1,497,019	4.7700
	Treasury Bill	05/04/2023	04/18/2023	The Williams Capital Group, LP		1,996,480	3.9600
	Treasury Bill	05/11/2023	04/28/2023	BNY Mellon Capital Markets, LLC		1,497,855	3.9600
	Treasury Bill	05/16/2023	04/26/2023	Stern Brothers & Co.		1,995,667	3.9000
	Koch Industries	05/25/2023	05/04/2023	Wells Fargo Securities, LLC		1,994,248	4.9300
	Treasury Bill	06/01/2023	05/11/2023	Multi-Bank Securities Inc		1,495,398	5.2600
	Treasury Bill	06/08/2023	05/16/2023	Stern Brothers & Co.		1,993,163	5.3510
	Treasury Bill	06/15/2023	05/25/2023	Siebert Williams Shank & Co., LLC		996,302	6.3400
	Treasury Bill	06/22/2023	06/08/2023	CastleOak Securities, LP		1,996,204	4.8800
	National Securities Clearing Corp	07/06/2023	06/15/2023	Piper Sandler & Co		997,019	5.1100
	Treasury Bill	07/11/2023	06/22/2023	Loop Capital Markets		1,496,081	4.9500
					$	**20,451,469**	
General Reserve							
	Treasury Bill	04/25/2023	04/11/2023	Multi-Bank Securities Inc.	$	14,975,325	4.2300
	Treasury Bill	05/02/2023	04/11/2023	Stern Brothers & Co.		15,960,240	4.2600
	Treasury Bill	05/09/2023	04/26/2023	Loop Capital Markets		19,974,072	3.5900
	Koch Industries	05/16/2023	05/02/2023	Wells Fargo Securities, LLC		7,984,724	4.9100
	Koch Industries	05/23/2023	05/02/2023	Wells Fargo Securities, LLC		7,976,993	4.9300
	Koch Industries	05/30/2023	05/03/2023	Wells Fargo Securities, LLC		3,984,910	5.0300
	Treasury Bill	06/06/2023	05/09/2023	Santander US Capital Markets LLC		12,946,866	5.2550
	Treasury Bill	06/13/2023	05/12/2023	Siebert Williams Shank & Co., LLC		6,469,106	5.3470
	Treasury Bill	06/20/2023	05/16/2023	BNY Mellon Capital Markets, LLC		7,960,256	5.1100
	Treasury Bill	06/27/2023	05/23/2023	Loop Capital Markets		13,929,358	5.1900

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Koch Industries	07/05/2023	06/06/2023	Wells Fargo Securities, LLC	19,917,350	5.1300
	National Securities Clearing Corp	07/11/2023	06/13/2023	Piper Sandler & Co	7,470,133	5.1200
	Treasury Bill	07/18/2023	06/20/2023	Wells Fargo Securities, LLC	7,968,858	5.0050
	Treasury Bill	07/25/2023	06/27/2023	Siebert Williams Shank & Co., LLC	8,964,965	5.0050
					$ 156,483,157	
Insurance Reserve						
	Koch Industries	06/12/2023	05/04/2023	Wells Fargo Securities, LLC	$ 1,491,956	4.9500
	Koch Industries	07/25/2023	06/12/2023	Wells Fargo Securities, LLC	1,192,590	5.1700
	Certificate of Deposit	06/20/2024	06/20/2023	Community Bank NA	250,000	0.0000
					$ 2,934,546	
JIO Debt Service						
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	$ 3,431,810	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	5,628,647	4.5000
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	3,431,099	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	4,903,976	4.9500
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	5,629,581	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	5,647,669	4.9500
					$ 28,672,784	
JIO Debt Service Reserve						
	Treasury Bill	12/07/2023	06/22/2023	Stern Brothers & Co.	$ 62,212,995	5.1500
					$ 62,212,995	
Operating						
	Treasury Bill	04/11/2023	04/03/2023	Siebert Williams Shank & Co., LLC	$ 5,994,037	4.4720
	Treasury Bill	04/18/2023	04/04/2023	CastleOak Securities, LP	4,991,406	4.4200

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Treasury Bill	04/25/2023	04/14/2023	Alamo Capital	4,994,347	3.7000
	Treasury Bill	05/09/2023	05/03/2023	BNY Mellon Capital Markets, LLC	14,989,300	4.2800
	BMW US Capital LLC	05/17/2023	05/09/2023	CastleOak Securities, LP	9,988,889	5.0000
	Koch Industries	05/23/2023	05/12/2023	Wells Fargo Securities, LLC	9,984,814	4.9700
	Koch Industries	05/30/2023	05/12/2023	Wells Fargo Securities, LLC	9,975,050	4.9900
	Treasury Bill	06/01/2023	05/17/2023	Siebert Williams Shank & Co., LLC	7,982,097	5.3710
	Treasury Bill	06/13/2023	06/06/2023	Siebert Williams Shank & Co., LLC	9,990,472	4.9000
	Koch Industries	06/20/2023	06/06/2023	Wells Fargo Securities, LLC	9,980,361	5.0500
	Federal Home Loan Bank	06/27/2023	06/20/2023	Multi-Bank Securities Inc.	1,998,075	4.9500
	National Securities Clearing Corp	06/27/2023	06/13/2023	Piper Sandler & Co	7,984,071	5.1200
	Treasury Bill	07/05/2023	06/27/2023	Piper Sandler & Co	5,993,552	4.8360
					$ 104,846,471	
Public Liability Reserve						
	Treasury Bill	05/18/2023	04/18/2023	The Williams Capital Group, LP	$ 11,959,600	4.0400
	Treasury Bill	06/13/2023	04/26/2023	BNY Mellon Capital Markets, LLC	1,987,253	4.7800
	Koch Industries	07/11/2023	05/18/2023	Piper Sandler & Co	11,412,198	5.0900
	Koch Industries	08/22/2023	06/13/2023	Loop Capital Markets	1,979,778	5.2000
					$ 27,338,829	
Reserve Maintenance						
	Koch Industries	06/23/2023	04/06/2023	Wells Fargo Securities, LLC	$ 13,853,187	4.8400
	Treasury Bill	06/29/2023	04/14/2023	Siebert Williams Shank & Co., LLC	24,754,636	4.6490
	Treasury Bill	07/06/2023	04/18/2023	The Williams Capital Group, LP	22,754,705	4.8600
	Treasury Bill	07/13/2023	04/26/2023	Santander US Capital Markets LLC	28,695,887	4.8400
	Treasury Bill	07/20/2023	04/27/2023	Multi-Bank Securities Inc.	13,840,423	4.8850
	Koch Industries	07/27/2023	05/12/2023	Wells Fargo Securities, LLC	1,978,551	5.0800

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Treasury Bill	07/27/2023	05/03/2023	Loop Capital Markets, LLC	4,941,622	4.9450
	Treasury Bill	08/03/2023	05/05/2023	BNY Mellon Capital Markets, LLC	15,796,800	5.0800
	Treasury Bill	08/10/2023	05/11/2023	Santander US Capital Markets LLC	13,819,340	5.1050
	Treasury Bill	08/17/2023	05/18/2023	Stern Brothers & Co.	26,653,768	5.0730
	Treasury Bill	08/24/2023	05/25/2023	Santander US Capital Markets LLC	13,816,505	5.1851
	Treasury Bill	08/31/2023	06/06/2023	Multi-Bank Securities Inc.	14,814,706	5.1710
	Toyota Motor Credit Corporation	09/08/2023	06/09/2023	Wells Fargo Securities, LLC	27,628,417	5.2500
	Metlife Short Term Fund	09/15/2023	06/15/2023	Bank of America Merrill Lynch	18,250,846	5.2700
	National Securities Clearing Corp	09/22/2023	06/23/2023	Loop Capital Markets	13,818,101	5.1400
	Toyota Motor Credit Corporation	09/29/2023	06/29/2023	Piper Sandler & Co	24,667,139	5.2100
					$ 280,084,632	
Retirement Pension Accrual						
	Treasury Bill	11/02/2023	05/24/2023	CastleOak Securities, LP	$ 2,931,285	5.0900
	Treasury Bill	11/02/2023	06/08/2023	Multi-Bank Securities Inc.	1,468,395	5.1600
	Treasury Bill	11/02/2023	05/04/2023	BNY Mellon Capital Markets, LLC	1,951,467	4.8000
	Toyota Motor Credit Corporation	11/02/2023	06/06/2023	Wells Fargo Securities, LLC	9,778,983	5.3400
					$ 16,130,130	
Revenue						
	Treasury Bill	04/06/2023	04/04/2023	Wells Fargo Securities, LLC	$ 104,973,750	4.5000
	Treasury Bill	04/11/2023	04/06/2023	Alamo Capital	104,943,125	3.9000
	Treasury Bill	04/18/2023	04/11/2023	Stern Brothers & Co.	99,917,147	4.2610
	Treasury Bill	04/25/2023	04/18/2023	Alamo Capital	99,930,000	3.6000
	Treasury Bill	05/11/2023	04/26/2023	BNY Mellon Capital Markets, LLC	59,903,750	3.8500
	Treasury Bill	05/23/2023	05/11/2023	Alamo Capital	49,945,833	3.2500
	Koch Industries	05/31/2023	05/03/2023	Stern Brothers & Co.	4,980,474	5.0210

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Koch Industries	05/31/2023	05/02/2023	Wells Fargo Securities, LLC	7,968,100	4.9500
	Roche Holdings Inc.	05/31/2023	04/21/2023	Piper Sandler & Co	4,973,278	4.8100
	Treasury Bill	06/20/2023	05/23/2023	Siebert Williams Shank & Co., LLC	19,914,973	5.4660
	Treasury Bill	06/29/2023	05/23/2023	Siebert Williams Shank & Co., LLC	24,864,051	5.2910
	Koch Industries	07/19/2023	06/07/2023	Wells Fargo Securities, LLC	11,927,480	5.1800
	Treasury Bill	07/25/2023	06/29/2023	Piper Sandler & Co	24,910,083	4.9800
	Treasury Bill	07/27/2023	06/20/2023	Loop Capital Markets	19,897,531	4.9850
					$ 639,049,575	
Sr. Debt Service						
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	$ 5,762,212	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	5,156,188	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	4,562,125	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	3,681,995	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	1,548,950	4.5000
	Federal Home Loan Bank	06/26/2023	05/31/2023	Stern Brothers & Co.	360,824	4.5000
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	6,366,373	4.9500
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	5,762,462	4.8500
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	5,156,566	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	5,171,866	4.9500
	Treasury Bill	06/29/2023	06/16/2023	CastleOak Securities, LP	1,920,644	4.8300
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	4,560,586	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	4,577,111	4.9500
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	3,681,986	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	3,694,475	4.9500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	1,975,185	4.9500

Investment Transactions
Thruway Authority Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker	Cost	Yield to Maturity (%)
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	1,547,961	4.8500
	Treasury Bill	06/29/2023	06/16/2023	CastleOak Securities, LP	2,111,311	4.8300
	Treasury Bill	06/29/2023	04/28/2023	CastleOak Securities, LP	361,951	4.8500
	Koch Industries	06/29/2023	06/26/2023	Wells Fargo Securities, LLC	361,851	4.9500
					$ 68,322,620	
Sr. Debt Service Reserve						
	Treasury Bill	12/07/2023	06/15/2023	BNY Mellon Capital Markets, LLC	$ 17,443,551	5.1000
	Treasury Bill	12/14/2023	06/15/2023	Piper Sandler & Co	71,620,603	5.1050
	Treasury Bill	12/14/2023	06/16/2023	CastleOak Securities, LP	999,692	5.1000
	Toyota Motor Credit Corporation	12/14/2023	06/09/2023	Wells Fargo Securities, LLC	23,072,843	5.3500
	Federal Home Loan Bank	12/21/2023	06/15/2023	Santander US Capital Markets LLC	84,610,201	5.1150
	Federal Home Loan Bank	12/29/2023	06/08/2023	Piper Sandler & Co	17,971,390	5.1350
					$ 215,718,279	

Investment Transactions
Trust Fund Bond Summary
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Cost	Avg Yield (%)	Weighted Avg Maturity
Trust Fund Debt Service	$ 13,768,979	4.9467%	185
Total	**$ 13,768,979**		
		Weighted Average Maturity	**185**

Investment Transactions
Trust Fund Bond Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker		Cost	Yield to Maturity (%)
Trust Fund Debt Service							
	Treasury Bill	09/28/2023	04/25/2023	Piper Sandler & Co	$	4,677,280	4.7700
	Koch Industries	09/28/2023	05/25/2023	Wells Fargo Securities, LLC		4,545,410	5.2200
	Treasury Bill	03/21/2024	06/23/2023	American Veterans Group, PBC		4,546,289	4.9250
					$	**13,768,979**	

Investment Transactions
State Personal Income Tax (PIT) Revenue Bonds Summary
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund		Cost	Avg Yield (%)	Weighted Avg Maturity
PIT Bond Proceeds	$	2,463,605,236	4.7490%	73
PIT Debt Service		313,251,454	5.0782%	56
Total	**$**	**2,776,856,690**		
			Weighted Average Maturity	**71**

Investment Transactions
State Personal Income Tax (PIT) Revenue Bonds Program Detail
Time Deposits and Purchase of Securities
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Purchase Date	Broker		Cost	Yield to Maturity (%)
PIT Bond Proceeds							
	Treasury Bill	05/11/2023	04/13/2023	The Williams Capital Group, LP	$	174,709,019	3.9250
	Treasury Bill	05/18/2023	04/20/2023	Piper Sandler & Co		196,120,446	3.7100
	Treasury Bill	05/25/2023	05/11/2023	Piper Sandler & Co		174,708,976	3.6600
	Treasury Bill	05/25/2023	05/18/2023	Multi-Bank Securities Inc.		196,119,966	3.4600
	Treasury Bill	05/30/2023	05/26/2023	Loop Capital Markets, LLC		119,969,333	2.3000
	Federal Home Loan Bank	05/30/2023	05/25/2023	Stern Brothers & Co.		196,119,621	4.6000
	Federal Home Loan Bank	05/30/2023	05/25/2023	Stern Brothers & Co.		53,720,657	4.6000
	Treasury Bill	07/20/2023	04/11/2023	The Williams Capital Group, LP		11,427,831	4.7920
	Treasury Bill	07/20/2023	04/11/2023	The Williams Capital Group, LP		542,387,816	4.7920
	Federal Home Loan Bank	08/10/2023	05/30/2023	Loop Capital Markets, LLC		141,562,729	5.1500
	Treasury Bill	09/07/2023	04/20/2023	Piper Sandler & Co		117,610,051	4.8480
	Treasury Bill	09/14/2023	04/20/2023	Piper Sandler & Co		539,148,791	4.8400
					$	**2,463,605,236**	
PIT Debt Service							
	Treasury Bill	06/22/2023	04/21/2023	The Williams Capital Group, LP	$	22,578,158	4.7150
	Treasury Bill	07/11/2023	06/22/2023	The Williams Capital Group, LP		43,314,201	4.9650
	Treasury Bill	08/01/2023	06/01/2023	The Williams Capital Group, LP		247,359,095	5.1180
					$	**313,251,454**	

Exhibit B

Time Deposits and Securities
Program Summary
New York State Thruway Authority
Quarter Ending June 30, 2023

Program	Cost	Par
Thruway Authority	$ 1,049,606,427	$ 1,063,306,264
Trust Fund Bond Program	13,768,979	14,128,000
State Personal Income Tax Revenue Bond Program (PIT)	2,449,169,746	2,493,524,000
Total	**$ 3,512,545,152**	**$ 3,570,958,264**

Time Deposits & Purchase of Securities
Thruway Authority Summary
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Cost	Par
Bond Proceeds Series O	$ 43,835,655	$ 44,000,000
Capitalized Interest - Series O	22,961,695	23,585,000
Construction	10,805,667	11,000,000
Environmental Remediation Reserve	20,866,283	21,000,000
E-ZPass Revenue	290,817,033	292,000,000
Facilities Capital Improvement	2,493,100	2,500,000
General Reserve	44,321,306	44,500,000
Insurance Reserve	1,846,854	1,854,264
JIO Debt Service 2016A	-	-
JIO Debt Service Reserve 2016A	62,212,995	63,745,000
JIO Debt Service 2019B	-	-
Operating	5,993,552	6,000,000
Public Liability Reserve	13,391,975	13,500,000
Reserve Maintenance	241,476,809	244,500,000
Retirement Pension Accrual	16,130,130	16,500,000
Revenue	56,735,094	57,000,000
Sr. Debt Service	-	-
Sr. Debt Service Reserve	215,718,279	221,622,000
Total	**$ 1,049,606,427**	**$ 1,063,306,264**

Time Deposits & Securities
Thruway Authority Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
Bond Proceeds - Series O							
	Federal Home Loan Bank	07/07/2023	Stern Brothers & Co.	4.8900	$ 19,921,217	$ 20,000,000	29
	Metlife Short Term Fund	07/14/2023	Loop Capital Markets	5.0900	5,975,398	6,000,000	29
	Nat'l Sec Clearing Corp	07/21/2023	Wells Fargo Securities, LLC	5.0800	17,939,040	18,000,000	24
					$ 43,835,655	**$ 44,000,000**	
Capitalized Interest - Series O							
	Treasury Bill	12/28/2023	Stern Brothers & Co.	5.2275	$ 22,961,695	$ 23,585,000	182
					$ 22,961,695	**$ 23,585,000**	
Construction							
	Toyota Motor Credit Corp	10/04/2023	Wells Fargo Securities, LLC	5.3000	$ 10,805,667	$ 11,000,000	120
					$ 10,805,667	**$ 11,000,000**	
Environmental Remediation Reserve							
	Treasury Bill	08/03/2023	Siebert Williams Shank & Co., LLC	5.0300	$ 11,937,963	$ 12,000,000	37
	Treasury Bill	08/24/2023	Wells Fargo Securities, LLC	5.1200	8,928,320	9,000,000	56
					$ 20,866,283	**$ 21,000,000**	
E-ZPass Revenue							
	Treasury Bill	07/05/2023	Loop Capital Markets	4.943	$ 31,876,987	$ 32,000,000	28
	Treasury Bill	07/06/2023	Wells Fargo Securities, LLC	4.880	59,934,933	60,000,000	8
	Nat'l Sec Clearing Corp	07/11/2023	Wells Fargo Securities, LLC	5.130	14,938,013	15,000,000	29
	Roche Holdings Inc.	07/11/2023	Piper Sandler & Co	5.050	19,929,861	20,000,000	25
	Nat'l Sec Clearing Corp	07/13/2023	Wells Fargo Securities, LLC	5.130	14,933,738	15,000,000	31
	Treasury Bill	07/18/2023	BNY Mellon Capital Markets, LLC	5.005	39,844,289	40,000,000	28
	Koch Industries	07/20/2023	Wells Fargo Securities, LLC	5.090	34,856,490	35,000,000	29
	Koch Industries	07/20/2023	Loop Capital Markets	5.170	24,867,160	25,000,000	37
	Treasury Bill	07/27/2023	CastleOak Securities, LP	5.145	49,635,563	50,000,000	51
					$ 290,817,033	**$ 292,000,000**	

Time Deposits & Securities
Thruway Authority Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
Facilities Capital Improvement							
	Nat'l Sec Clearing Corp	07/06/2023	Piper Sandler & Co	5.1100	$ 997,019	$ 1,000,000	21
	Treasury Bill	07/11/2023	Loop Capital Markets	4.9500	1,496,081	1,500,000	19
					$ 2,493,100	**$ 2,500,000**	
General Reserve							
	Koch Industries	07/05/2023	Wells Fargo Securities, LLC	5.1300	$ 19,917,350	$ 20,000,000	29
	Nat'l Sec Clearing Corp	07/11/2023	Piper Sandler & Co	5.1200	7,470,133	7,500,000	28
	Treasury Bill	07/18/2023	Wells Fargo Securities, LLC	5.0050	7,968,858	8,000,000	28
	Treasury Bill	07/25/2023	Siebert Williams Shank & Co., LLC	5.0050	8,964,965	9,000,000	28
					$ 44,321,306	**$ 44,500,000**	
Insurance Reserve							
	Certificate of Deposit	07/07/2023	NBT Bank	0.0000	$ 367,264	$ 367,264	364
	Koch Industries	07/25/2023	Wells Fargo Securities, LLC	5.1700	1,192,590	1,200,000	43
	Certificate of Deposit	03/08/2024	M & T Bank	0.0000	37,000	37,000	366
	Certificate of Deposit	06/20/2024	Community Bank NA	0.0000	250,000	250,000	366
					$ 1,846,854	**$ 1,854,264**	
JIO Debt Service Reserve 2016A							
	Treasury Bill	12/07/2023	Stern Brothers & Co.	5.1500	$ 62,212,995	$ 63,745,000	168
					$ 62,212,995	**$ 63,745,000**	
Operating							
	Treasury Bill	07/05/2023	Piper Sandler & Co	4.8360	$ 5,993,552	$ 6,000,000	8
					$ 5,993,552	**$ 6,000,000**	
Public Liability Reserve							
	Koch Industries	07/11/2023	Piper Sandler & Co	5.0900	$ 11,412,198	$ 11,500,000	54
	Koch Industries	08/22/2023	Loop Capital Markets	5.2000	1,979,778	2,000,000	70
					$ 13,391,975	**$ 13,500,000**	

Time Deposits & Securities
Thruway Authority Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
Reserve Maintenance							
	Treasury Bill	07/06/2023	The Williams Capital Group, LP	4.860	$ 22,754,705	$ 23,000,000	79
	Treasury Bill	07/13/2023	Santander US Capital Markets LLC	4.840	28,695,887	29,000,000	78
	Treasury Bill	07/20/2023	Multi-Bank Securities Inc.	4.885	13,840,423	14,000,000	84
	Koch Industries	07/27/2023	Wells Fargo Securities, LLC	5.080	1,978,551	2,000,000	76
	Treasury Bill	07/27/2023	Loop Capital Markets, LLC	4.945	4,941,622	5,000,000	85
	Treasury Bill	08/03/2023	BNY Mellon Capital Markets, LLC	5.080	15,796,800	16,000,000	90
	Treasury Bill	08/10/2023	Santander US Capital Markets LLC	5.105	13,819,340	14,000,000	91
	Treasury Bill	08/17/2023	Stern Brothers & Co.	5.073	26,653,768	27,000,000	91
	Treasury Bill	08/24/2023	Santander US Capital Markets LLC	5.185	13,816,505	14,000,000	91
	Treasury Bill	08/31/2023	Multi-Bank Securities Inc.	5.171	14,814,706	15,000,000	86
	Toyota Motor Credit Corp	09/08/2023	Wells Fargo Securities, LLC	5.250	27,628,417	28,000,000	91
	Metlife Short Term Fund	09/15/2023	Bank of America Merrill Lynch	5.270	18,250,846	18,500,000	92
	Nat'l Sec Clearing Corp	09/22/2023	Loop Capital Markets	5.140	13,818,101	14,000,000	91
	Toyota Motor Credit Corp	09/29/2023	Piper Sandler & Co	5.210	24,667,139	25,000,000	92
					$ 241,476,809	**$ 244,500,000**	
Retirement Pension Accrual							
	Treasury Bill	11/02/2023	CastleOak Securities, LP	5.0900	$ 2,931,285	$ 3,000,000	162
	Treasury Bill	11/02/2023	Multi-Bank Securities Inc.	5.1600	1,468,395	1,500,000	147
	Treasury Bill	11/02/2023	BNY Mellon Capital Markets, LLC	4.8000	1,951,467	2,000,000	182
	Toyota Motor Credit Corp	11/02/2023	Wells Fargo Securities, LLC	5.3400	9,778,983	10,000,000	149
					$ 16,130,130	**$ 16,500,000**	
Revenue							
	Koch Industries	07/19/2023	Wells Fargo Securities, LLC	5.1800	$ 11,927,480	$ 12,000,000	42
	Treasury Bill	07/25/2023	Piper Sandler & Co	4.9800	24,910,083	25,000,000	26
	Treasury Bill	07/27/2023	Loop Capital Markets	4.9850	19,897,531	20,000,000	37
					$ 56,735,094	**$ 57,000,000**	

Time Deposits & Securities
Thruway Authority Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
Sr. Debt Service Reserve							
	Treasury Bill	12/07/2023	BNY Mellon Capital Markets, LLC	5.1000	$ 17,443,551	$ 17,887,000	175
	Treasury Bill	12/14/2023	Piper Sandler & Co	5.1050	71,620,603	73,518,000	182
	Treasury Bill	12/14/2023	CastleOak Securities, LP	5.1000	999,692	1,026,000	181
	Toyota Motor Credit Corp	12/14/2023	Wells Fargo Securities, LLC	5.3500	23,072,843	23,736,000	188
	Federal Home Loan Bank	12/21/2023	Santander US Capital Markets LLC	5.1150	84,610,201	86,945,000	189
	Federal Home Loan Bank	12/29/2023	Piper Sandler & Co	5.1350	17,971,390	18,510,000	204
					$ 215,718,279	**$ 221,622,000**	
			Grand Total Thruway		**$ 1,049,606,427**	**$ 1,063,306,264**	

Time Deposits & Purchase of Securities

Trust Fund Bonds Summary

New York State Thruway Authority

Quarter Ending June 30, 2023

Fund	Cost	Par
Trust Fund Debt Service	$ 13,768,979.12	$ 14,128,000
Total	**$ 13,768,979.12**	**$ 14,128,000**

Time Deposits & Securities
Trust Fund Bond Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
Trust Fund Debt Service							
	Treasury Bill	09/28/2023	Piper Sandler & Co	4.770	$ 4,677,280.08	$ 4,776,000	156
	Koch Industries	09/28/2023	Wells Fargo Securities, LLC	5.220	4,545,409.90	4,630,000	126
	Treasury Bill	03/21/2024	American Veterans Group, PBC	4.925	4,546,289.14	4,722,000	272
					$ 13,768,979.12	**$ 14,128,000**	
			Grand Total Trust Fund Program		**$ 13,768,979.12**	**$ 14,128,000**	

Time Deposits & Purchase of Securities

State Personal Income Tax (PIT) Revenue Bonds Summary

New York State Thruway Authority

Quarter Ending June 30, 2023

Fund	Cost	Par
PIT Bond Proceeds	$ 2,158,496,451	$ 2,200,573,000
PIT Debt Service	290,673,296	292,951,000
Total	**$ 2,449,169,746**	**$ 2,493,524,000**

Time Deposits & Securities
State Personal Income Tax (PIT) Revenue Bonds Program Detail
New York State Thruway Authority
Quarter Ending June 30, 2023

Fund	Security	Maturity Date	Broker	Yield to Maturity (%)	Cost	Par	Days Purch Maturity
PIT Bond Proceeds							
	Treasury Bill	07/13/2023	The Williams Capital Group, LP	3.000	$ 45,067,924	$ 46,398,000	344
	Treasury Bill	07/13/2023	Loop Capital Markets, LLC	2.776	194,602,222	200,000,000	350
	Treasury Bill	07/20/2023	The Williams Capital Group, LP	4.792	11,427,831	11,582,000	100
	Treasury Bill	07/20/2023	The Williams Capital Group, LP	4.792	542,387,816	549,705,000	100
	Federal Home Loan Bank	08/10/2023	Loop Capital Markets, LLC	5.150	141,562,729	143,036,000	72
	Treasury Bill	08/17/2023	BNY Mellon Capital Markets, LLC	4.840	197,059,906	201,808,000	175
	Treasury Bill	09/07/2023	Piper Sandler & Co	4.848	117,610,051	119,870,000	140
	Treasury Bill	09/14/2023	Piper Sandler & Co	4.840	539,148,791	550,019,000	147
	Treasury Bill	09/14/2023	The Williams Capital Group, LP	4.638	369,629,180	378,155,000	175
					$ 2,158,496,451	**$ 2,200,573,000**	
PIT Debt Service							
	Treasury Bill	07/11/2023	The Williams Capital Group, LP	4.965	$ 43,314,201	$ 43,428,000	19
	Treasury Bill	08/01/2023	The Williams Capital Group, LP	5.118	247,359,095	249,523,000	61
					$ 290,673,296	**$ 292,951,000**	
			Grand Total PIT Program		**$ 2,449,169,746**	**$ 2,493,524,000**	

TO: The Finance Committee DATE: September 18, 2023

FROM: David Malone
Acting Chief Financial Officer

SUBJECT: Approving Proposed Toll Rate Adjustments in Order to Provide Sufficient Net Revenue to Finance the Authority's Multi-Year Capital Program and to Comply with the General Revenue Bond Resolution, the Authority's Fiscal Management Guidelines and to Meet the Requirements of 2 NYCRR Part 203, the Issuance of a Negative Declaration of Environmental Significance, and Any Other Action Necessary for Implementation of the Proposed Toll Rate Adjustment

By Resolution No. 6395, adopted at Meeting No. 756, held on December 5, 2022, the Authority Board authorized the Executive Director to take the necessary actions preparatory to a Thruway toll rate adjustment. The Resolution also declared that after the necessary actions had been taken the Executive Director would recommend to the Board for consideration a specific toll rate adjustment plan that would fund the Authority's Multi-Year Capital Program ("Capital Program") and to comply with the General Revenue Bond Resolution, the Authority's Fiscal Management Guidelines and to meet the requirements of 2 NYCRR Part 203.

The necessary actions have been taken and the Authority has complied with the procedures set forth in Public Authorities Law Section 2804, Executive Law Section 101-a, the State Administrative Procedure Act ("SAPA"), and the State Environmental Quality Review Act ("SEQRA"). Specifically, following the Board Meeting on December 5, 2022, wherein the Authority Board directed the implementation of the required statutory and regulatory procedures preparatory to a toll rate adjustment, pursuant to Public Authorities Law Section 2804, the Stantec Report entitled, "New York State Thruway Authority Financial Requirements and Proposed Toll Adjustments" (the "Report") was filed with the necessary offices.

Pursuant to SAPA Section 202, the Authority submitted to the Department of State a Notice of Proposed Rule Making concerning the toll adjustment for publication in the State Register on January 4, 2023. Required notices were also provided pursuant to Executive Law Section 101-a at the time of the filing in the State Register.

In accordance with SEQRA, Authority staff and its consultants undertook a comprehensive analysis of the potential environmental impact from the implementation of a proposed toll adjustment.

Public hearings required by Section 2804 of the Public Authorities Law were held on May 8, 2023 in Cheektowaga, May 9, 2023 in Syracuse, May 16, 2023 in West Nyack, May 22, 2023 in Glenmont and virtually on June 5, 2023. The necessary notices of said hearings were published in the State Register on April 19, 2023 and sent as required. Relevant materials, including the Report from Stantec, the Authority's independent traffic consultant, and the proposed toll schedule were made available for public review on the Authority's website or upon request. Public comments were considered until June 12, 2023 and assessed pursuant to SAPA. The Authority received comments starting in December 2022 and received comments both in support and in opposition to its proposed toll adjustment.

There were comments generally opposed to a toll increase as well as opposition specific to higher tolls and non-E-ZPass users and infrequent users of the Thruway as well as opposing higher tolls for non-NY E-ZPass holders. There were concerns raised about the impact of the proposed toll adjustment on the trucking and bus industries, vehicles transporting agricultural products and small businesses and the timing of the toll adjustment implementation during inflation and economic struggles. The comments from the construction industry generally supported the

increase and the need to address deteriorating infrastructure but some noted the revenues were not sufficient to support the infrastructure needs. There were comments received regarding pursuing uncollected tolls particularly from out of state users. There were no suggestions within the Authority's control that raised suitable alternatives to the toll adjustment. The proposed toll adjustment and related components are necessary and are critical in providing funding necessary for the Authority's financial obligations.

The *Assessment of Public Comments* is attached hereto as Exhibit I.

Environmental Assessment:

In accordance with the applicable provisions of the SEQRA and the regulations promulgated thereunder (6 NYCRR Part 617), the Authority and Stantec Consulting Services, Inc. (Stantec), the Authority's independent traffic engineer, have prepared a Full Environmental Assessment Form ("Assessment"), attached hereto as Exhibit II, and a comprehensive report titled "New York State Thruway Authority Environmental Assessment for Proposed Toll Modification" ("Environmental Report"), attached hereto as Exhibit III to examine the potential environmental significance of the toll adjustment. Based on the findings of the Assessment and Environmental Report, issuance of a Determination of Non-Significance (Negative Declaration) is recommended by the Authority's Chief Engineer. It is recommended that the Negative Declaration be approved by the Board and the Chief Engineer is authorized to execute and issue such.

Proposal:

In accordance with the recommendations of Stantec, and its report previously approved by the Board on December 5, 2022, Authority staff is recommending that the Board adopt the following toll adjustment proposal ("Toll Adjustments"):

Changes Applicable to Entire System

- Beginning on January 1, 2024, increase the current 30 percent Tolls by Mail rate differential (a toll rate 30 percent above the NY E-ZPass rate) to a 75 percent differential.
- Beginning on January 1, 2024, increase the current Non-NY E-ZPass toll rate differential from a 15 percent rate differential (a toll rate 15 percent above the NY E-ZPass rate for Non-NY E-ZPass tolls) to a 75 percent differential.

Changes Not Applicable to Governor Mario M. Cuomo Bridge

- On January 1, 2024, and January 1, 2027, increases NY E-ZPass toll rates by 5% across the System with the exception of the Governor Mario M. Cuomo Bridge.

Changes Specific to the Governor Mario M. Cuomo Bridge

- Beginning on January 1, 2024, and continuing through January 1, 2027, provides annual 50 cent increases to the NY E-ZPass passenger toll rate. This would increase the rate to $7.75 as of January 1, 2027.
- Increases commercial toll rates in proportion to the NY E-ZPass passenger rate increases.
- Maintains the Commuter Discount of 40% off the NY E-ZPass passenger rate.
- Increases the Resident Discount Program from 17% to 20% off the NY E-ZPass rate that is applicable to qualified Westchester and Rockland residents with class 2L passenger vehicles, a NY E-ZPass account and who opt into the plan and provide proof of residency.

Continuation of Toll Practices

The Authority will continue the following practices implemented as of January 1, 2021:

- Impose a $2 Administrative Surcharge on Tolls by Mail Bills for non-E-ZPass statements to support the administrative costs associated with processing transactions through the

Tolls by Mail program and to incentivize more customers to sign up for an E-ZPass account.

- Image Tolls Policy: All transactions that are processed through a license plate image review pay the Tolls by Mail toll rate. Customers who have an E-ZPass account yet their toll transaction must be processed via the Tolls by Mail process (ex. due to failure to mount the E-ZPass transponder properly and a toll transaction is processed through a license plate image review under the Tolls by Mail process) are charged the Tolls by Mail toll rate to account for the higher administrative cost incurred for processing the transaction.

The proposed regulations implementing these Toll Adjustments are attached hereto as Exhibit IV.

RECOMMENDATION:

It is recommended that the Finance Committee approve this item and authorize staff to present this item to the Authority Board.

EXHIBIT I

Summary

Assessment of Public Comments:

The following is a summary of the Assessment of Public Comments document prepared pursuant to SAPA Section 202(5). Because the full Assessment of Public Comments exceeds 2000 words, this summary is provided. A copy of the Assessment of Public Comments is available by calling the Legal Department at 518-436-2840.

The summary includes identifiable comments raised during the public comment process for the New York State Thruway Authority's (Authority) proposed toll adjustment, including at the public hearings held on May 8, 2023 in Cheektowaga, May 9, 2023 in Syracuse, May 16, 2023 in West Nyack, May 22, 2023 in Glenmont and virtually on June 5, 2023. Comments were submitted by various industries, elected officials and private citizens.

While many comments were received in opposition to the toll increase, some of these individuals acknowledged the need for the Authority to continue to operate and maintain a safe highway system with infrastructure in good repair. Some commenters expressed opposition to the timing of the toll adjustment during a time of high inflation and while recovering from the coronavirus pandemic and concern that various industries will pass costs on to consumers.

The New York Thruway has a widely known reputation for safety and reliability. The hundreds of millions of dollars in annual capital investments funded by toll revenues include roadway and interchange reconstruction; pavement resurfacing, restoration and rehabilitation; bridge replacement and rehabilitation; safety upgrades and improvements; and rock slope stabilization and removal. Hundreds of Thruway bridges need to be

addressed in the following decade. The Thruway's roadway base, most of which dates to the 1950s, requires constant maintenance. The longer the wait, the more expensive the work becomes.

The Authority's approved 2023 Budget invests a total of $413 million to support its Capital Program which is scheduled to invest $1.9 billion into projects through 2027.

A toll increase should be a last resort and the Authority is at that point. Ninety percent of the Authority's revenue comes from tolls, and there has not been a system-wide toll adjustment for New York E-ZPass customers since 2010. The COVID-19 pandemic had a devastating impact on toll traffic and revenues. Inflation and rising costs have also negatively impacted the Authority. The Authority's operating budgets have increased at an average of less than two percent over the past 12 years. Since 2010, the Authority executed six debt refinancings that produced approximately $500 million in debt service savings and the Authority has reduced personnel costs by 28 percent. The Authority is applying for federal grants under the Bipartisan Infrastructure Law and has been awarded two grants for one-time funding to supplement the associated costs of the projects.

It is only with the additional revenue actions that the Authority will be able to maintain the Thruway in a state of good repair. The purpose of the toll adjustment is to generate additional revenues needed for the Authority to fulfill its system-wide operating, debt service, and capital needs anticipated in its long-range financial plan. The proposed plan maintains some of the lowest toll rates in the country with two system wide adjustments in 2024 and 2027.

Various commenters questioned why a toll increase was necessary when toll collectors were eliminated and there should be a cost savings.

Cashless tolling was intended as a cost neutral initiative to modernize the Thruway system and improve Thruway customer safety and convenience. While the conversion to cashless tolling eliminated toll collector positions, many of those employees were retained in other Thruway positions. There are increased costs associated with collecting Tolls by Mail (TBM) revenue as well as for equipment maintenance and repair.

The Authority received many comments in support of the toll adjustment. The contracting industry was generally in support and highlighted that the toll adjustment is essential for operating and maintaining a safe and reliable transportation system. Some comments indicated the toll increase is only a step in addressing the Thruway's capital program needs. The Authority believes, based on its own analysis and that of its independent consultant, Stantec Inc., that the proposed toll adjustment is sufficient to meet the Authority's current operational and capital needs.

Other commenters questioned why the Authority is still in existence when the tolls were originally supposed to be temporary. In 1989 (Chapter 634), the Thruway Authority Transition Advisory Council was created and charged with the responsibility to "make recommendations concerning the future of the Thruway and the Thruway Authority after the scheduled retirement of the Authority's bondable debt in the year 1996…" The Advisory Council, required by law to have a diverse group of interests represented (including business, trucking and other highway users, state and local government, labor and highway planners), issued its report on September 30, 1991 and

stated that while the Thruway could be made toll free, it could not be made free. Fundamentally, the State's choice in financing the Thruway after retirement of the bonds used to finance construction of the system was between tolls and taxes. The Advisory Council concluded that tolls were the preferable choice because it was more appropriate for users of the Thruway to pay for its maintenance and upkeep rather than New York taxpayers generally. Therefore, the Advisory Council recommended to the Legislature and the Governor that the tolls be maintained and that the Authority with its bonding ability, be retained to meet the transportation needs along the Thruway corridor. To eliminate the tolls, the Legislature would have had to enact legislation to remove the Authority's power to impose tolls and to issue debt secured by tolls once the original bonds were retired. Instead, in 1992, the Governor and the State Legislature enacted legislation to further expand the Authority's responsibilities and authorized additional indebtedness secured by toll revenues to assist with the financing and new responsibility.

Some of the comments received requested various discounts.

The proposed toll adjustment maintains several discount options and specialized plans that the Authority offers for both passenger and commercial vehicles. These discounts and plans are primarily geared towards frequent users of the system. The financial plan preserves the passenger vehicle 40 percent Commuter Discount and increases the Resident Discount for qualified Rockland and Westchester residents from seventeen percent to twenty percent for the Governor Mario M. Cuomo Bridge (GMMCB).

Some commentors suggested a toll increase would divert traffic from the Thruway. A detailed traffic diversion assessment was completed which identified

potential routes that drivers could utilize to avoid Thruway tolls and evaluated potential effects from traffic diversions on non-Thruway roads, including, but not limited to noise, air quality, traffic, and community character. The assessment estimates the diversion of a limited number of vehicles to alternate routes that run parallel to the Thruway. In most cases, traffic diversions are expected to divert to state highways and other major arterials, not to local roads. Based on prior studies and historical trends, initial traffic diversions to alternative routes are often temporary. Travel time and other factors, such as a driver's value of time, fuel costs, existing congestion along alternate routes, as well as amenities offered by the Thruway, tend to reduce the diversion effects of toll increases over time. Therefore, the proposed toll modification would not result in significant adverse effects related to traffic diversions.

Other commentors opposed the higher cashless tolling rate and/or higher rate for non-NY E-ZPass accounts.

Costs for processing TBM program transactions are higher than the costs for E-ZPass customers, and the higher tolls are to incentivize more customers to sign up for an E-ZPass account. Almost all cashless tolling facilities throughout the country charge TBM premiums or a combination of premiums and administrative per-bill surcharges to offset additional printing and mailing costs. The Authority's cost per mile for non-NY E-ZPass customers will remain among the lowest in the Northeast. Tolling agencies across the United States offer reduced rates for customers who have an E-ZPass issued by their state. It is anticipated that most Thruway users who currently pay toll with non-NY E-ZPass or via TBM would see a reduction in overall toll costs by acquiring a NY E-ZPass.

It is not a requirement that an individual be a New York resident to open a NY E-ZPass account and receive the reduced rate.

To make NY E-ZPass accounts more accessible, potential barriers to opening an NY E-ZPass account, such as automatic account replenishment, credit card, or bank account requirements, were eliminated several years ago. For Thruway users with passenger vehicles, “Pay per Trip” E-ZPass toll payment plans are available, which link a customer’s E-ZPass account to their checking account and pays E-ZPass tolls once per day directly from the bank account only on days when tolls are posted to their E-ZPass account. A prepaid E-ZPass account balance or credit card is not required for this type of account. Thruway users who do not have bank accounts may also acquire a NY E-ZPass account by purchasing a prepaid credit card at any retailer that offers them and using the card to replenish their NY E-ZPass account. Alternatively, a Thruway user may purchase a pre-packaged NY E-ZPass tag at participating retail locations using cash and replenish their account using cash at any VanillaDirect™ retailer. Non-E-ZPass Thruway users who receive toll bills can also pay with cash at any VanillaDirect™ retailer.

The Authority received comments citing issues with E-ZPass accounts, cashless tolling and/or customer service.

Since cashless tolling went live on the Thruway’s ticketed system in November 2020, more than one billion transactions have been successfully recorded. Over the last several years, the Authority has made numerous improvements to the billing system, including enhancements to the TBM website, newly designed toll bills and envelopes to emphasize ways to avoid fees and to help customers better understand the tolls incurred and adding more signage leading up to and after cashless tolling gantries. The Authority

will be launching a new and improved website to streamline the payment process and give customers the ability to resolve E-ZPass account or TBM issues online. The Office of the Toll Payer Advocate assists customers who are unable to resolve their concerns through the NY Customer Service Center. The Authority recently implemented an option for non-E-ZPass customers to sign up for text alerts notifying them when their tolls are available to pay without having to wait for a mailed toll bill. There is also a TollsNY mobile app for customers to search and pay for tolls.

The Authority received comments regarding toll violators and recovering lost toll revenues. The Authority has always maintained a customer-centric approach to collecting tolls. It is critical that everyone pays their fair share for using the Thruway. Late toll bill payments are assessed a $5 late fee. Unpaid second toll bills escalate to violation that includes a $50 fee per violation notice. The Authority sends delinquent accounts to its collections contractor and can pursue registration suspension with NYS DMV for the failure to respond to three or more Notices of Violation within a five-year period. The Authority has a toll enforcement reciprocity agreement with Massachusetts and is reviewing the feasibility of agreements with other states. The Authority continues to utilize all available tools to fairly and effectively collect tolls and violation fees from its customers and maintains rigorous enforcement mechanisms to pursue scofflaws.

The additional revenues generated by the proposed toll modification is a critical component of the Authority's multi-faceted program to provide funding necessary to finance the Authority's Capital Program, maintain the Thruway System's highways and bridges in a state of good repair, fulfill its critical role in supporting the State's economy, and comply with the relevant portions of the Authority's General Revenue Bond

Resolution and Fiscal Management Guidelines. Thruway tolls support all Thruway facilities.

In conclusion, the Authority undertook a robust public outreach process and received many comments both in support and opposition to its proposed toll adjustment. However, there were no suggestions within the Authority's control that raised suitable alternatives to the toll adjustment.

Assessment of Public Comments on Toll Adjustment

The following summarizes identifiable comments raised during the public comment process for the New York State Thruway Authority's (Authority) proposed toll adjustment, including the public hearings held on Monday, May 8, 2023 in Cheektowaga, Tuesday, May 9, 2023 in Syracuse, Tuesday, May 16, 2023 in West Nyack, Monday, May 22, 2023 in Glenmont and virtually on Monday, June 5, 2023. There were thirty-four commenters at the hearings or virtually, including elected officials or their representatives, trucking, business, contractors and union interests as well as private citizens. Of the thirty-four commenters, six participated in two or more hearings and fourteen participated in the virtual hearing. The following summary of the comments is organized by interest rather than hearing date and incorporates remarks submitted, both in person and written or via email during the public comment process from representative groups, elected officials and private citizens. The comments on the toll adjustment are summarized/paraphrased to capture the key components. The virtual public hearing is available for viewing on the Authority's website.

I. **Transportation/Trucking/Busing/Automotive Interests**:

(a) John Corlett, Legislative Committee Chair of AAA New York State, Inc.:

John Corlett submitted comments that the Thruway is of fundamental importance to its members and AAA seeks to ensure the Thruway has adequate resources to remain in top condition. The proposal to charge a 75 percent toll rate differential to "out-of-state"

is nearly unprecedented and undermines the principle of interoperability. AAA strongly urges the Authority to re-examine the proposed policy with respect to "out-of-state" E-ZPass holders.

Response: I (a). The New York Thruway has a widely known reputation for safety and reliability. The hundreds of millions of dollars in annual capital investments funded by toll revenues include: roadway and interchange reconstruction; pavement resurfacing, restoration and rehabilitation; bridge replacement and rehabilitation; safety upgrades and improvements; and rock slope stabilization and removal.

The average age of the Thruway's 815 bridges is 55 years old and more than 85 of those bridges will need to be replaced within the next decade at a projected cost of $800 million. Hundreds of additional bridges will need to be addressed in the following decade. The Thruway's roadway base, most of which dates back to the 1950s, requires constant maintenance. The longer the wait, the more expensive the work becomes.

The Authority's approved 2023 Budget invests a total of $413 million to support its Capital Program which is scheduled to invest $1.9 billion into projects through 2027.

Response: I (a)-1. Tolling agencies across the United States offer reduced rates for customers who have an E-ZPass issued by their state. It is not a requirement that an individual be a resident of New York to open a NY E-ZPass account and receive the benefit of the NY E-ZPass rate. The Authority's cost per mile for non-NY E-ZPass customers will remain among the lowest in the Northeast.

During the public comment process, the Authority received nine comments related to opposing higher toll rates on non-NY E-ZPass holders.

(b) Lou Esposito, Director, Owners/Operators Independent Drivers (Glenmont and virtual hearings):

Lou Esposito testified he is also the Supervisor of the Town of Princetown and has been in the trucking industry over 50 years as an independent contractor and now an owner/operator. Esposito stated he tries to avoid the Thruway as much as possible to avoid tolls and save money. Esposito stated the Thruway should have been turned over to the Federal Highway Administration to have federal funds for maintenance of the Thruway. He noted that truckers have to pay a highway use tax (unless on the Thruway but still cheaper to run the back roads) and an international fuel tax. Mega/private retail carriers can pass costs on to consumers but it is a burden on small independent contractors/small private carriers because they can't pass on costs and don't receive discounts offered to larger trucking firms. Esposito stated all of the toll operators were fired to do away with the toll booths; and the increase is wrong. Esposito suggested a focus on the $276 million in uncollected tolls and the residents of New York State will have to pay these tolls because their registrations won't be able to get renewed until the tolls are collected.

Response: I(b). A toll increase should be a last resort and the Authority is at that point. Ninety percent of the Authority's revenue comes from tolls, and there has not been a system-wide toll adjustment for New York E-ZPass customers since 2010. The COVID-19 pandemic had a devastating impact on toll traffic and revenues. While traffic volume has improved in 2021 and 2022, revenue has not yet reached previously forecasted levels. Inflation and rising costs have also negatively impacted the Thruway Authority. The Authority's operating budgets have increased at an average of less than

two percent over the past 12 years. Since 2010, the Authority executed six debt refinancings that produced approximately $500 million in debt service savings. Since 2010 the Authority has reduced personnel costs by 28 percent. The Authority is applying for federal grants under the Bipartisan Infrastructure Law and has been awarded two grants for one-time funding to supplement the associated costs of the projects. Opportunities to boost revenue such as leasing fiber lines and selling excess property are pursued.

The updated financials that reflect both the reduced revenues and mitigating actions taken by the Authority show that the proposed toll actions are still necessary to meet the future growing capital needs, fund outstanding debt and provide reliable services to its patrons. It is only with the additional revenue actions that the Authority will be able to maintain the Thruway in a state of good repair. The purpose of the toll adjustment is to generate additional revenues needed for the Authority to fulfill its system-wide operating, debt service, and capital needs anticipated in its long-range financial plan.

The proposed financial plan maintains some of the lowest toll rates in the country with two system wide adjustments in 2024 and 2027. The Plan preserves the passenger vehicle 40 percent Commuter Discount and increases the Resident Discount for qualified Rockland and Westchester residents from seventeen percent to twenty percent for the Governor Mario M. Cuomo Bridge (GMMCB).

Cashless tolling was intended as a cost neutral initiative to modernize the Thruway system and improve the safety and convenience of the system for Thruway customers. Cashless tolling reduces congestion, improves traffic flow, is better for the

environment and allows for non-stop travel. While the conversion to cashless tolling eliminated toll collector positions, many of those employees were retained in other Thruway related positions. There are increased costs associated with collecting Tolls by Mail (TBM) revenue as well as for equipment maintenance and repair.

Response I(b)-1. The Thruway Authority has always maintained a customer-centric approach to collecting tolls. It is critical that everyone pays their fair share for using the Thruway. Toll bill payments not received by the due date are assessed a $5 late fee. Unpaid second toll bills escalate to violation that includes a $50 fee per violation notice. The Authority issues violations, sends delinquent accounts to its collections contractor, and can pursue registration suspension with NYS DMV for the failure to respond to three or more Notices of Violation within a five-year period. The Authority has a toll enforcement reciprocity agreement with Massachusetts. The feasibility of reciprocity agreements with other states is under review. The Authority continues to utilize all available tools to fairly and effectively collect tolls and violation fees from its customers and maintains rigorous enforcement mechanisms to pursue scofflaws.

Response I(b)-2. A detailed traffic diversion assessment was completed in anticipation of the proposed toll modifications, which identified potential routes that drivers could utilize to avoid Thruway tolls and evaluated potential effects from traffic diversions on non-Thruway roads, including, but not limited to potential effects with respect to noise, air quality, traffic, and community character. The assessment estimates that the proposed toll modifications would result in the diversion of a limited number of vehicles to alternate routes that run parallel to the Thruway. In most cases, traffic diversions are expected to divert to state highways and other major arterials, not to local

roads. Based on prior studies and historical trends, initial traffic diversions to alternative routes are often temporary. Travel time and other factors, such as a driver's value of time, fuel costs, existing congestion along alternate routes, as well as amenities offered by the Thruway, tend to reduce the diversion effects of toll increases over time. Therefore, the proposed toll modification would not result in significant adverse effects related to traffic diversions.

During the public comment process the Authority received seventy comments in general opposition to the toll adjustment proposal; ten comments suggesting an impact on various industries/tourism and/or the costs being passed on to consumers; four comments suggesting the toll adjustment would result in avoiding the Thruway; twenty-three comments related to removal of the toll booths and/or elimination of toll collector positions; and thirty-four comments related to collecting lost revenue from toll violators or taking steps to address such loss.

(c) Todd Spencer, President, Owners/Operators Independent Drivers:

Todd Spencer submitted comments that he represents small-business truckers and professional truck drivers with over 150,000 members in all 50 states including 3,700 members in NYS. Spencer noted support for robust and cost-effective investment in infrastructure but strongly opposes a discriminatory scheme because it disproportionately affects small trucking businesses, especially those domiciled outside NY. Small trucking businesses predominately pay tolls out of pocket as freight rate systems seldom reimburse toll charges by shippers. Any toll increases severely impact their bottom line. Spencer submitted that tolling decreases overall highway safety by diverting traffic to secondary or local roads – often in smaller communities. Shifting financial burden for the

maintenance of the Thruway to out-of-state truckers discourages them from entering the state which could increase costs for NY businesses and consumers.

Response: See: I(a); I(a)-1; I(b); I(b)-2

(d) Dan Rodriquez, Vice President, Coach USA and President NJ Bus Association:

Dan Rodriquez submitted comments that the proposed toll increases would be ill-advised and have deleterious impacts on the ability to provide affordable transportation to hundreds of thousands of individuals who commute utilizing the Association's services to get in and out of NY every day. The bus industry was hit hard by the pandemic and decreased ridership. Surges in fuel prices along with other increased costs has hindered operation at levels necessary to meet expenses. Rodriquez commented that an increase in tolls will exacerbate that and some, if not all, private carrier bus operators will curtail or cease services which will impact the riding public and businesses who depend on them.

Response I(c): The Authority offers a 10 percent discount from the E-ZPass rate for all qualified omnibuses (any vehicle capable of transporting 10 or more persons, including the driver). This discount is applicable to Thruway Charge Account holders certified as operators of omnibuses and is in addition to the Authority's commercial volume discount. The commercial volume discount program offers discounts between 10 and 20 percent based on the volume of monthly toll charges.

Also See: I(a); I(b)

During the public comment process, the Authority received fifteen comments that referenced the timing of the proposed toll adjustment during inflation, the pandemic impact, increased gas prices and/or the economy.

(e) Terry Button, owner of Terry L. Button Farms in Rushville (virtual hearing):

Terry Button testified that he is a Yates County Legislator, District 2 and a New York State Century farmer (5th generation since 1872). Button noted that we need to think very hard about the Thruway toll increase and especially how it affects trucks and how it will result in more trucks on I-86 and I-88 to avoid the tolls. Button suggested that continuing to raise tolls will drive commerce (trucks) off the Thruway and they will stop buying fuel, will not stop for meals or other spending and will impact generating sales tax. The costs get passed on to the public.

Response: See: I(a); I(b); I(b)-2

(f) Michael McTowan, Heritage Stables in Skaneateles (virtual hearing):

Michael McTowan testified that his business has three semi-trucks. McTowan is concerned that if the tolls are raised, trucking companies from New York City will start running back roads which will push traffic into small towns because they will save money and time. McTowan stated it was a huge problem in 2008 and it will become a huge problem again with trucks not heeding the signage to stay on the Thruway. McTowan suggested it would be a great idea to exempt truckers from the toll increase.

Response: See: I(b); I(b)-2

II. Contracting Industry, Engineering and Economic Development:

(a) Dottie Gallagher, President and CEO of the Buffalo Niagara Partnership:

Dottie Gallagher submitted a letter on behalf of its members urging sufficient revenues for the Thruway System to be well-maintained and reliable for businesses to operate efficiently and cost-effectively. The efficient transportation of goods and services creates job opportunities, attracts businesses and promotes tourism.

Response: II(a) : The purpose of the toll adjustment is to generate additional revenues needed for the Authority to fulfill its system-wide operating, debt service, and capital needs anticipated in its long-range financial plan.

Also See: I(a); I(b)

During the public comment process, the Authority received forty comments indicating support for the toll adjustment.

(b) Frank DelSignore, Vice President CMJ Consulting (Cheektowaga hearing):

Frank DelSignore testified that the toll increase is modest and will benefit all users by maintaining a safe highway.

Response: See: I(a); I(b)

(c) Daniel Ortega, Local 825 International Union of Operating Engineers – IUOE (West Nyack, Glenmont and Virtual hearing):

Daniel Ortega testified that the Union is supportive of the proposed toll adjustment and its members are ready to start working on the construction projects and rely on the jobs for their families who also live in the communities. The toll adjustment will make sure there is safe, reliable infrastructure. Local 825 IUOE has 20 percent of the mileage of the Thruway in the territory they cover; they do a lot of Thruway work and are happy to see the proposal and support fully funding the projects. Ortega submitted it is not just about jobs but members want a reliable and dependable system for users for all needs.

Response: See: I(a); I(b)

(d) John Cooney, Jr., Executive Director, Construction Industry Council Westchester/Hudson Valley Inc. (West Nyack hearing):

John Cooney, Jr. testified that CIC represents 600 employers, advocates for heavy highway contracting community and partners with hundreds of suppliers and builders and organized labor and collectively speaks for 30,000 members. Cooney submitted that the Thruway has only 15 percent of original construction replaced and referenced the National Transportation Research Nonprofit TRIP Report ("Report") that repeated resurfacing is not addressing the continuing deteriorating pavement condition. Cooney noted the Report recommends a full depth repair scenario which requires an increase cost per mile of construction but will lower the overall lifecycle cost of the roadway in the future. Based on current funding levels the average pavement conditions are anticipated to decline by 31 percent from a rating of 64 to 44 which is a poor condition. Cooney stated the Report includes that from 2012 to 2022 the annual investment in the highway and bridge rehabilitation on the Thruway decreased by 37 percent from $322 million to $236 million. Cooney submitted the projected revenues are not sufficient to meet the System's rehabilitation needs and meet the high levels of safety and service. Current and proposed toll rates per mile are lower than neighboring New Jersey, Pennsylvania and Massachusetts Turnpikes. Even after the toll increase the Thruway will still be among the lowest toll rates in the Northeast.

Response: See: I(a); I(b); II(a)

(e) Gregory Sheehan IUOE Local 825 (West Nyack Hearing):

Gregory Sheehan testified as an IUOE Local 825 member and resident of Valley High in Rockland County who knows the importance of infrastructure, good jobs and the ability to get to work and where someone needs to go. Sheehan stated the need to make

sure commerce and industry stay and come to the area and while there are a lot of increases in costs, most people can afford the small increases.

Response: See: I(a); I(b)

(f) Ron Epstein, President and Chief Executive Officer of the New York Construction Materials Association (Glenmont and virtual hearings):

Ron Epstein submitted written comments and testified that the Association strongly supports the proposed toll adjustment and the stark reality is that the proposal is a referendum for maintaining a safe and efficient travel corridor, one that supports enhanced mobility, economic competitiveness, and sustainability goals; or one that allows conditions to further decline to a point of no recovery. Epstein cited fair/poor pavement conditions from 10 percent a decade ago to 74 percent now; more than 75 percent of bridges have exceeded their 50 year design life and are in constant need of repair and require billions of dollars to rehabilitate or replace; and externally directed spending priorities, back door borrowing and deferred toll adjustment have increased the debt service commitment to the point where it will soon consume 100 percent of the resources available for the maintenance and repair of the System. Epstein submitted that the modest toll adjustment proposal is essential for operating and maintaining a safe and reliable transportation system. Failure to approve the proposal will only serve to undermine state and regional growth and it will also become a safety issue which the Thruway will have increasing liability for maintaining. The Association would also like to see tolls indexed.

Response: I(a); I(b); II(a)

(g) Fred Hiffa, Rebuild NY Now Coalition (Glenmont hearing):

Fred Hiffa testified that investments are incredibly important, very much needed for the aging infrastructure and the fourteen years since the prior toll increase has had a devasting impact on system. Hiffa noted that after the 2010 toll increase, the capital budget was $1.1 billion (13 years ago) and is only $1.2 billion in 2023; and core highway and bridge spending is down 10 percent from over 10 years ago. According to the Federal Highway Administration, inflation for highway construction has gone up 91 percent. Hiffa stated that the very minimal but still helpful toll increase should allow the Authority to double the number of bridges replaced annually but will need to increase 3-4 times what replacing in the next 20-25 years. In 2007, less than 10 percent of roads were in fair or poor condition but today 74 percent of roads are rated fair or poor. Hiffa noted it is important to maintain a good condition rating because it costs almost 16 times more to bring fair and poor pavement to good condition.

Response: I(a); I(b); II(a)

(h) John Evers American Council of Engineering (Glenmont hearing):

John Evers testified that the Thruway is in need of numerous structural upgrades and pavement repairs and all of the studies and experts who have examined this, including from the engineering industry, support this contention. Evers submitted the Thruway needs to be kept up to date, repaired, and upgraded to protect the safety of the public that utilizes this key transportation asset. Capital improvements ensure the reliability of this crucial means of conveyance and good service not just for New Yorkers but for the entire northeast and beyond. Average age of bridges within the System is 55 years old. Eighty-five bridges have been identified as requiring replacement in the next decade. Eighty percent of its road base is from the original construction. Without the

required highway rehabilitation and necessary funding to support it, pavement conditions are at a risk of declining 31 percent between 2022 and 2028. Evers stated the toll increase is a small step, a needed and essential one to a capital plan to protect the System and those using it. Inflation since 2010 including spikes in steel and other materials decreases the project scope due to cost. The TRIP Report stated that current needs cannot be met by the proposed tolls. Each year that passes with fewer projects scheduled due to lack of funds increases the cost of repair and eventual replacement. Evers submitted that the toll increase is a partial step toward upgrading the conditions of the Thruway and a direct step toward funding the 2022 – 2026 capital plan to address the critical needs of the nation's most important transportation system.

Response: I(a); I(b); II(a)

(i) David Brass and Walter Pacholczak, Associated General Contractors (AGC):

Walter Pacholczak, VP of Government affairs testified during the virtual hearing that AGC represents nearly 600 contractors, subcontractors, and related firms that deliver quality projects that are the lifeblood of our communities. Since 2010, construction material costs have dramatically increased due to inflation and billions for unbudgeted projects such as the GMMCB and cashless tolling have decimated the Thruway's finances. The combination of depressed tolls and increasing debt on unbudgeted projects has resulted in significant declines in road and bridge conditions. AGC NYS supports the proposed modest toll adjustment and it is a necessary first step toward meeting the long-term needs of this aging system. AGC submitted that the increase is nowhere near sufficient to fully meet the needs to reconstruct the Thruway. AGC believes the Authority should be seeking to index its tolls.

Response: I(a); I(b); II(a)

III. Legislative/Elected Officials' Comments:

(a) Senator Serino:

Senator Serino requested the Authority refrain from advancing the proposed toll rate increase because of the record high inflation, high gas prices and basic necessities becoming unaffordable for many families and the impact it would have on families to make ends meet.

Response: I(a); I(b)

(b) Senator Griffo:

Senator Griffo requested rejecting the toll hikes because of inflation, high energy costs and other financial difficulties for New Yorkers and their families especially during recovery from the coronavirus pandemic.

Response: I(a); I(b)

(c) Senator Weber (Michael Rydelek read Senator Weber's letter at the West Nyack hearing):

Senator Weber submitted comments that Rockland deserves a greater discount than Westchester because there is no train option and requested a 25 percent discount for Rockland instead of a 20 percent discount. Senator Weber also suggested that the E-ZPass commuter discount be increased.

Response: III(a) The Authority offers commuter plans for frequent Thruway users that use one or more barrier toll stations. For the controlled system, an annual permit may be purchased that allows for the first 30 miles of each trip to be free of tolls.

Also See: I(a); I(b)

During the public comment process, the Authority received twenty-one comments that referenced the GMMCB or "Tappan Zee" bridge, and/or Rockland, Westchester and/or Orange Counties.

(d) Senators Mayer and Harckham:

The Senators submitted comments that the proposed toll increase comes at a time of great uncertainty for many New Yorkers as they experience high inflation, including gas prices and tremendous employment insecurity. Any toll increases should only be enacted after careful consideration and preserve the discount for GMMCB commuters. The Senators requested the commuter discounted rate of 40 percent off the NY E-ZPass rate for those who opt into the commuter program be maintained. The Senators also stated the Authority must do more to identify, bill, and collect tolls that are due, increase transparency and provide a more thorough accounting of its costs and losses prior to presenting/imposing a toll increase. The Senators submitted that the GMMCB construction left a large unfunded capital expenditure which is creating pressure to raise tolls and cashless tolling and TBM highlight the need for greater transparency while noting continued challenges with implementation, savings not realized, customers burdened with confusing and expensive bills, and the Authority is owed hundreds of millions of unpaid tolls. The Senators requested the Authority pause any toll increase until the potential revenue, including federal revenue, and losses from transition to cashless tolling, TBM and a full accounting of capital costs are assessed and presented.

Response: III(b). Since cashless tolling went live on the Thruway's ticketed system in November 2020, more than one billion transactions have been successfully recorded. Over the last several years, the Authority has made numerous improvements to the billing

system, which include enhancements to the TBM website, newly designed toll bills and envelopes to emphasize ways to avoid fees and to help customers better understand the tolls incurred and added more signage leading up to and after cashless tolling gantries. The Authority will be launching a new and improved website to streamline the payment process and give customers the ability to resolve issues online related to their E-ZPass account or TBM. There is also the Office of the Toll Payer Advocate to assist customers who are unable to resolve their concerns through the NY Customer Service Center. The Authority recently implemented a new option for non-E-ZPass customers to sign up for text alerts notifying them when their tolls are available to pay without having to wait for a toll bill to be mailed. There is also a TollsNY mobile app for customers to search and pay for tolls.

Also See: I(a); I(b); I(b)-1; III(a)

During the public comment process, the Authority received thirteen comments referencing issues with their E-ZPass account, cashless tolling and/or customer service.

(e) Senator Rolison:

Senator Rolison requested that the Authority delay any increases until a comprehensive financial audit can be completed and for consideration of providing Orange County residents with an additional share of the commuter discount due to longer commute times for residents west of the Hudson River traveling to New York City. Senator Rolison noted the Stantec report prepared for the Authority and the state Comptroller's report and the need for the improvement of collection methods prior to moving forward with toll increases. The Senator suggested that while the phenomenon of toll avoidance among out-of-state drivers is completely unacceptable, it is currently

impossible to understand exactly what percentage of the Authority's overall revenue losses are attributable to these drivers without a more comprehensive audit than that which is presently available. The Senator urged the Thruway Board of Directors to revisit the discounts available to E-ZPass holders enrolled in the commuter program and submitted that Orange County commuters deserve an additional discount because of the lack of dedicated rail.

Response: I(a); I(b); I(b)-1; III(a)

During the public comment process, the Authority received seven comments referencing the lack of available public transit or transportation options.

(f) Assemblymember Hunter (Matt Jones presented testimony at the Syracuse hearing on behalf of the Assemblymember):

The Assemblymember disagrees with the disproportionately large burden that will be shouldered by the unbanked via TBM and suggested the Authority seek to reduce the burden on the poor.

Response: III(c): The Authority utilizes all available tools to fairly and effectively collect tolls and fees due for use of the Thruway System. The costs associated with processing transactions through the TBM program are higher than the costs for E-ZPass customers, and the higher tolls are to incentivize more customers to sign up for an E-ZPass account. Almost all cashless tolling facilities throughout the country charge TBM premiums or a combination of premiums and administrative per-bill surcharges to offset additional printing and mailing costs. The alternative of not imposing the higher toll is inconsistent with the other cashless tolling facilities, does not allow the Authority to recover the increased costs for TBM and would eliminate that incentive for customers to

obtain E-ZPass. Everyone, regardless of where they live, can sign up for a NY E-ZPass and pay the lowest toll rates. It is anticipated that Thruway users who pay tolls using a NY E-ZPass would see smaller toll increases than those who pay tolls with a non-NY E-ZPass or via TBM. It is also anticipated that most Thruway users who currently pay toll with non-NY E-ZPass or via TBM would see a reduction in overall toll costs by acquiring a NY E-ZPass. To make NY E-ZPass accounts more accessible, potential barriers to opening an NY E-ZPass account, such as automatic account replenishment, credit card, or bank account requirements, were eliminated several years ago. For Thruway users with passenger vehicles, "Pay per Trip" E-ZPass toll payment plans are available, which link a customer's E-ZPass account to their checking account and pays E-ZPass tolls once per day directly from the bank account only on days when tolls are posted to their E-ZPass account. Additionally, a prepaid E-ZPass account balance or a credit card is not required for this type of account. It is also possible for Thruway users who do not have bank accounts to acquire a NY E-ZPass account. Thruway users may purchase a prepaid credit card at any retailer that offers them and use the card to replenish their NY E-ZPass account. Alternatively, a Thruway user may purchase a pre-packaged NY E-ZPass tag at participating retail locations using cash and replenish their account using cash at any VanillaDirect™ retailer. Non-E-ZPass Thruway users who receive toll bills can also pay with cash at any VanillaDirect™ retailer.

Also See: I(a); I(b)

During the public comment process, the Authority received seventeen comments opposing or expressing concern about the increase for users without E-ZPass, infrequent users and/or the unbanked.

(g) Edwin Day, Rockland County Executive

County Executive Day submitted written comments in opposition to toll increases on the New York State Thruway, including on the "Tappan Zee Bridge" referencing that families are already struggling with record-breaking inflation and skyrocketing gas prices and the Bridge pricing is higher than the Bear Mountain Bridge. Day also urged the Board to bring the Rockland resident discount in line with the 40 percent commuter discount for the Bridge and lower the rate for Rockland registered commercial vehicles and Rockland county employers registered commercial vehicles; requested reducing the 20 trip per month minimum for the commuter discount noting other Hudson River crossings require 17 trips; asked the Board to consider the lower rates of other Hudson River crossing bridges; suggested the cost of the new Bridge should be shared across the Thruway system and TZ Bridge revenues plugged financial holes rather than being preserved for a new bridge; requested creation of a Transit fund with a portion of Bridge revenues to fund transit capital improvements between Rockland and Westchester; and requested that if tolls increase, the Bridge revenue be dedicated to the Bridge.

Response: See: I(a); I(b); III(a)

(h) Rockland County elected officials including: Legislators Rockland County (2); Council Members Town of Ramapo (3); Mayors and Deputy Mayors Villages of Airmont, New Hempstead, Pomona, and Wesley Hills (5); Trustees Villages of Airmont, Chestnut Ridge, New Hempstead, Pomona, Spring Valley and Wesley Hills (13).

Letter in opposition to the toll increases on the Thruway, including on the "Tappan Zee Bridge" and the impact on Rockland County families struggling with record high inflation and skyrocketing gas prices.

Response: See: I(a); I(b)

(i) Legislature of Erie County Resolution (submitted by the Minority caucus – Legislators Mills, Greene, Todara and Malczweski):

Resolution calling on the Authority to increase transparency, improve its operations, and maximize its non-toll revenues, such as leasing fiber and cell tower spaces to third parties; and opposing any rate hike in tolls before all other options are examined.

Response: See: I(a); I(b)

(i) Ken Bush, County Legislator (Syracuse hearing):

County Legislator Bush expressed his appreciation for the rebuilding of the Canton Street Bridge. County Legislator Bush noted the Thruway cut off a lot of communities and there needs to be more access to the Thruway for commuters but noted the Authority made a good case for a toll increase.

Response: See: I(a); I(b)

IV. Farming/Dairy Interests:

(a) Paul Harvey, Northeast Dairy Foods Association (at Syracuse hearing):

Paul Harvey testified that a toll increase is a detriment to the Association's member businesses because many transport across the State and the increased cost will impact competitiveness for school and nursing home contracts as well as impact consumers. It is important to keep local economies going and be able to feed our State and address food insecurity. The Association suggested the Authority look into other revenue sources to fund the infrastructure needed to keep the Thruway safe. Harvey also presented that out of state will see an increase and that impacts tourism to New York State including for the dairy industry and Upstate. It was also submitted by the

Association that E-ZPass was supposed to be a user-friendly system for in-state and out-of-state travel and it was to create a competitive advantage for those still willing to use car travel and efficiently pay tolls.

Response: See: I(a); I(a)-1; I(b); III(b)

(b) David Fisher, President New York Farm Bureau (NYFB):

David Fisher submitted comments on behalf of the NYFB, the state's largest agricultural advocacy organization. Fisher stated that while it is important to increase the safety and reliability of the state's transportation infrastructure, it is also imperative that New York farmers can affordably transport food. New York farms play an essential role in combatting food insecurity, especially in urban areas, such as New York City. The increase in tolls will impact the transport of farm products across the state and farmers using the GMMCB transporting New York grown food to New York City. Increasing tolls will create more unreasonable barriers for New York agriculture and financially impact a farmer's ability to transport essential food to people who need it the most. NYFB encourages establishment of a farm specific E-ZPass category for agricultural vehicles transporting farm products on the Thruway to obtain a reduced toll-rate or a tax credit for farmers to help defray costs.

Response: See: I(a); I(b)

While there are no specific discounts for agricultural vehicles, the Authority offers a Special Commercial Discount ("S-Discount") for non-tandem commercial vehicles that are less than or equal to 48 feet in length which are commonly agricultural vehicles. This discount requires a NY E-ZPass account. In addition, a NY E-ZPass

Commercial Volume Discount offers discounts between 10 and 20 percent based on the volume of monthly toll charges.

V. Private Citizens:

(a) Paula Martin (email, Cheektowaga and virtual hearings):

Paula Martin does not support getting an E-ZPass and the 75 percent increase because of a preference to pay by mail. Martin testified that she is retired on a permanent fixed income and as an infrequent user should not be penalized for choosing not to get an E-ZPass and everyone should have the same increase.

Response: See: I(a)-1; III(c)

(b) Charles Dickinson (Cheektowaga hearing):

Charles Dickinson expressed his concern about the 75 percent increase for people without E-ZPass.

Response: See: III(c)

(c) Scott Seeland (Syracuse hearing):

Scott Seeland asked where is the Thruway spending money? He acknowledged the need to raise tolls but stated that tearing down perfectly good rest stops and putting up unattractive replacement with less seating; no longer paying toll booth workers; more costly to have gantries across roadway than at the entrances/exits.

Response: V(a): In July of 2021, the Authority announced a plan to redevelop all 27 Service areas on its system and provide a new travel experience for drivers through modernized buildings and amenities. The redevelopment is funded through a public-private partnership and no toll dollars or state taxes are being used for construction of the project. Ten service areas closed during the first phase of the project with the remaining

17 areas scheduled for reconstruction through 2025. Fuel services remain available at all locations during construction. New food concepts with more healthy options and enhanced services will be available at the newly constructed service areas as well as additional amenities for commercial truck drivers at select locations.

Also See: I(a); I(b)

During the public comment period, the Authority received thirteen comments that referenced replacing the service areas.

(d) Ed Stronski (Syracuse and virtual hearings):

Ed Stronski testified that tolls were supposed to be stopped in 1996; other roads have been improved with no tolls; it is inconvenient to not pay with cash or go to pay cash at locations or money orders. Stronski stated he doesn't want to try the new system and doesn't have time to deal with delay. Stronski asked why functional facilities were gutted and now there are cost overruns with the rebuilding. Stronski submitted that paying more without E-ZPass is discrimination and a gross inequity. Stronski stated he had problems previous times trying to pay his bill and the system should work 99.99 percent of the time, if it doesn't, put pay stations at places on the Thruway and open up an office in Syracuse for payment or put the toll booths back.

Response: V(b): In 1989 (Chapter 634), the Thruway Authority Transition Advisory Council was created and charged with the responsibility to "make recommendations concerning the future of the Thruway and the Thruway Authority after the scheduled retirement of the Authority's bondable debt in the year 1996…" The Advisory Council, required by law to have a diverse group of interests represented (including business, trucking and other highway users, state and local government, labor

and highway planners), issued its report on September 30, 1991. The Advisory Council stated that while the Thruway could be made toll free, it could not be made free. Fundamentally, the State's choice in financing the Thruway after retirement of the bonds used to finance construction of the system was between tolls and taxes. The Advisory Council concluded that tolls were the preferable choice because it was more appropriate for users of the Thruway to pay for its maintenance and upkeep rather than New York taxpayers generally. Therefore, the Advisory Council recommended to the Legislature and the Governor that the tolls be maintained and that the Authority with its bonding ability, be retained to meet the transportation needs along the Thruway corridor. To eliminate the tolls, the Legislature would have had to enact legislation to remove the Authority's power to impose tolls and to issue debt secured by tolls once the original bonds were retired. Instead, in 1992, the Governor and the State Legislature enacted legislation to further expand the Authority's responsibilities and authorized additional indebtedness secured by toll revenues to assist with the financing and new responsibility.

Also See: III(b); III(c)

During the public comment process, the Authority received twenty-nine comments that the tolls were supposed to be removed.

(e) Ilan Schulein (West Nyack hearing):

Ilan Schulein testified that he has lived in Rockland County for 43 years, is retired, his wife's cemetery is in Queens and the cost of bridges is high but there is no public transportation option. Schulein stated costs have increased phenomenally in the past few years for everything, but he uses E-ZPass with a discount and requests a senior discount for people on a fixed income.

Response: See: I(a); I(b); III(a)

During the public comment process, the Authority received five comments opposing an increase or expressing concern about an increase on lower income and/or retired/senior citizens.

(f) David Fleischmann (West Nyack Hearing):

David Fleischmann testified as a resident of Rockland and suggested the Authority should provide some discounts to reciprocal states so New York residents can get discounts there. Fleischmann also referenced Rockland is a transit desert.

Response: See I(b)-1

(g) Kabir Javaid (West Nyack Hearing):

Kabir Javaid testified as a resident of Long Island and being involved in small business real estate. Javaid submitted it is a terrible idea to increase the toll for Long Islanders because Long Island has reached its capacity on many levels; there needs to be a good transportation connection and it is very essential to have connectivity. Javaid suggested tolls should be abolished. New York residents paying tolls and taxes in NYS should get a tax credit/refund.

Response: V(c): There are two types of funding sources for roads - tolls or taxes. The Thruway receives no dedicated federal, state or local tax dollars and relies on toll dollars to fund its capital projects and operations for a system that will soon be turning 70 years old. Thruway toll rates are some of the lowest in the nation.

Also See: I(a); I(b); V(b)

(h) Nicholas DeSocio (virtual hearing):

Nicholas DeSocio asked if there was a way to close the gap with collecting tolls from New Jersey and Connecticut and referenced a reciprocal agreement with them. DeSocio testified it is a tough situation with inflation running rampant but noted that the Authority is “doing what you’ve gotta do.” DeSocio indicated never having any problems with how the Thruway Authority kept the Thruway, especially in the winter.

Response: See: I(a); I(b); I(b)-1

(i) Arthur Thayer (virtual hearing):

Arthur Thayer testified about experiencing issues with E-ZPass charges and not getting assistance or follow up when calling about E-ZPass issues. Thayer referenced wasting money tearing down the Thruway service areas to put up smaller ones.

Response: See: III(b); V(a)

(j) Maria Tisby (email and virtual hearing):

Maria Tisby submitted comments that the toll increases are grossly unfair. Grand Island residents pay 9 cents, everyone else pays $1.24. Tisby suggested there is a disparity/different treatment because some residents are being excused from fines and tolls. Tisby submitted that over 60,000 western New York taxpayers were overbilled and there were no consequences to the Authority. Tisby submitted if paying cash it is penalized or forced to get E-ZPass and there is no local office to pay a bill. Tisby testified that inflation has hit us in every aspect of our life, our homeowners, our groceries, etc., and the 75 percent increase is unlawful. Tisby submitted not being interested in subsidizing another state (New Jersey) that you can't pursue when they are past due. Tisby asked not to be forced to have an E-ZPass when want to pay cash.

Response: See: I(a); I(b); I(b)-1; III(b); III(c)

(k) Virginia Madore (virtual hearing):

Virginia Madore testified to not having an E-ZPass and being bothered paying for people from out of state who have not been paying and there are no repercussions.

Response: See: I(b)-1; III(c)

(l) Jim Dydyk (virtual hearing):

Jim Dydyk asked: how is penalizing people that pay their toll either through E-ZPass or by mail going to solve people from out of state not paying theirs and is there is a plan for that; since not paying toll booth workers any longer, where did that money go; and can the Thruway get infrastructure money to make the budget better?

Response: See: I(b); I(b)-1

(m) Kenneth Phelan (virtual hearing):

Kenneth Phelan testified that trying to raise the fees but not giving a sustainable Thruway, specifically from Albany to New York City because slower traffic is in the right lane and sometimes motorists stay in the left lane and it prevents passing. If want to raise tolls, should widen the Thruway to at least three lanes.

Response: See: I(a); I(b)

VI. Additional Public Input:

The Authority received twenty-eight questions or suggestions as well as six requests for various discount programs; seven comments that indicated some aspect of the toll adjustment proposal being discriminatory, unconstitutional and/or unlawful; four comments that referenced the Canal System; one comment requesting a policy for the disabled; and two submissions that were not a comment on the toll adjustment. Some comments received may have multiple issues and were included in each of the relevant

categories noted within this Assessment. In addition, the Authority's toll adjustment proposal webpage (http://www.thruway.ny.gov/news/adjustment/index.html) received 15,967 unique hits since December 5, 2022.

Response: During the public comment process there were no suggestions within the Authority's control that raised suitable alternatives to the proposed toll adjustment.

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Adoption of New Toll Schedule Regulation for the New York State Thruway Authority ("Authority")		
Project Location (describe, and attach a general location map): New York State Thruway System, Statewide		
Brief Description of Proposed Action (include purpose or need): The proposed action is the Authority's adoption of a new toll schedule regulation for the New York State Thruway System to provide funding necessary to finance the Authority's Capital Plan, maintain and operate the Thruway System, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines. The proposed action would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels. Out-of-state E-ZPass and Tolls by Mail tolls would be increased from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. Passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. Commercial rates at he GMMCB would be increased proportionately to the car rates. NOTE THAT THE PROPOSED ACTION DOES NOT INCLUDE ANY CONSTRUCTION OR PHYSICAL ALTERATIONS, ONLY TOLL RATES ARE AFFECTED. The proposed toll modification will divert a small amount of traffic to alternate routes; only a very minimal impact on alternate route congestion, air quality, noise, or any other socioeconomic or environmental factor is anticipated.		
Name of Applicant/Sponsor: New York State Thruway Authority	Telephone: 518-436-2810 E-Mail: Elizabeth.Novak@thruway.ny.gov	
Address: 200 Southern Boulevard		
City/PO: Albany	State: NY	Zip Code: 12209
Project Contact (if not same as sponsor; give name and title/role):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Council, Town Board, or Village Board of Trustees ☐Yes☑No		
b. City, Town or Village Planning Board or Commission ☐Yes☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes☑No		
d. Other local agencies ☐Yes☑No		
e. County agencies ☐Yes☑No		
f. Regional agencies ☐Yes☑No		
g. State agencies ☑Yes☐No	NYSTA Board Approval of Toll Increase NYS Department of State/Coastal consistency	
h. Federal agencies ☐Yes☑No		

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes☑No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☐ Yes ☑ No
If Yes, what is the zoning classification(s) including any applicable overlay district?

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site?

C.4. Existing community services.

a. In what school district is the project site located? N/A

b. What police or other public protection forces serve the project site?
N/A

c. Which fire protection and emergency medical services serve the project site?
N/A

d. What parks serve the project site?
N/A

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

f. Does the project include new residential uses? ☐Yes ☐No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☐Yes ☐No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☐No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☐No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☐No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project? ☐Yes☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend
☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe:

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐Yes ☐No

If Yes:

i. Product(s) to be stored

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐Yes ☐No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction:
- Operation:

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction:
- Operation:

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐Yes☐No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐Yes☐No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐Yes☐No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes☐No

If Yes:

i. Has the facility been formally closed? ☐Yes☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes☐No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes☐No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes☐No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☐No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? ☐Yes ☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes: ☐ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐Yes ☐No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☐No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☐No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes ☐No

j. Is the project site in the 100-year Floodplain? ☐Yes ☐No

k. Is the project site in the 500-year Floodplain? ☐Yes ☐No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐Yes ☐No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____

n. Does the project site contain a designated significant natural community? ☐Yes ☐No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐Yes ☐No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☐No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☐No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☐No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☐No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐Yes ☐No

If Yes:

i. Nature of historic/archaeological resource: ☐Archaeological Site ☐Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐Yes ☐No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐Yes ☐No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐Yes ☐No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐Yes ☐No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐Yes ☐No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name New York State Thruway Authority Date April 12, 2023

Signature _____ Title Director, Transportation Planning & Enviro. Services

PRINT FORM

Agency Use Only [If applicable]

Project :

Date :

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

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

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	□	□
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	□	□
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	□	□
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	□	□
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	□	□
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	□	□
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	□	□
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	□	□
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	□	□
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	□	□
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	□	□

l. Other impacts: _____ _____		□	□

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	□	□
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	□	□
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	□	□
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	□	□
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	□	□
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	□	□
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	□	□
h. Other impacts: _____ _____		□	□

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	□	□
b. The proposed action may result in development within a 100 year floodplain.	E2j	□	□
c. The proposed action may result in development within a 500 year floodplain.	E2k	□	□
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	□	□
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	□	□
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	□	□

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☐ NO ☑ YES
(See Part 1. D.2.f., D.2.h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☑	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☑	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☑	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☑	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☑	☐
vi. 43 tons/year or more of methane	D2h	☑	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☑	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☑	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☑	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☑	☐
f. Other impacts: The proposed toll modification will divert a small amount of traffic to alternate routes, resulting in very minimal impacts to alternate routes and air quality.		☑	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	□	□
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	□	□
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	□	□
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	□	□
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	□	□
j. Other impacts: _____ _____		□	□

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	□	□
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	□	□
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	□	□
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	□	□
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	□	□
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	□	□
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	□	□
h. Other impacts: _____		□	□

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	☐ ☐	☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☑ NO ☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____ _____		□	□
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	□	□
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	□	□
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	□	□

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	□	□
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	□	□
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	□	□
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	□	□
e. Other impacts: _____ _____		□	□

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
c. Other impacts: _____ _____		□	□

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☑	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☑	☐
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: The proposed toll modification will divert a small amount of traffic to alternate routes, resulting in very minimal impacts to alternate routes and congestion.		☑	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☑ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____			

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☑ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

The New York State Thruway Authority proposes the adoption of a new toll schedule at all toll locations on the Thruway System in order to provide funding necessary to finance the Authority's Capital Plan, maintain and operate their highway system, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines. NOTE THAT THE PROPOSED ACTION DOES NOT INCLUDE ANY CONSTRUCTION OR PHYSICAL ALTERATIONS, ONLY TOLL RATES ARE AFFECTED. The proposed toll schedule would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. GMMCB passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. System-wide out-of-state E-ZPass and Tolls by Mail tolls would be increased from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. Commercial rates would be increased proportionately to the car rates. The proposed toll modification will divert a small amount of traffic to alternate routes, however, it is expected to have only a very minimal impact on alternate route congestion and air quality.

As Lead Agency, in accordance with the State Environmental Quality Review Act (SEQRA), New York State Environmental Conservation Law (ECL) Article 8 and implementing regulations, 6 New York Codes Rules and Regulations (NYCRR) Part 617 et seq., the Authority has classified the proposed project as a Type I Action. The Authority has also determined the proposed Project will not have a potentially significant adverse environmental impact.

See attached Part 3 Evaluation of the Magnitude and Importance of Project Impacts and Determination of Non-Significance.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Stantec's 2023 report entitled "New York State Thruway Authority Environmental Assessment for Proposed Toll Modification"

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Adoption of New Toll Schedule Regulation

Name of Lead Agency: New York State Thruway Authority

Name of Responsible Officer in Lead Agency: Richard W. Lee

Title of Responsible Officer: Chief Engineer

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:

Contact Person: David Malone

Address: New York State Thruway Authority, 200 Southern Blvd., PO Box 189, Albany, NY, 12201-0189

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

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Full Environmental Assessment Form Part 3
Evaluation of the Magnitude and Importance of Project Impacts and Determination of Non-Significance

New York State Thruway Authority
Adoption of New Toll Schedule Regulation – Statewide

The New York State Thruway Authority (Authority) proposes the adoption of a New Schedule Regulation - Statewide. This adoption of the new regulation (Proposed Action) entails four incremental toll increases in 2024 through 2027 at the Governor Mario M. Cuomo Bridge (GMMCB), and two toll increases, in 2024 and 2027, on the remainder of the Thruway System. As Lead Agency, in accordance with the State Environmental Quality Review Act (SEQRA), New York Environmental Conservation Law (ECL) Article 8 and implementing regulations, 6 New York Codes Rules and Regulations (NYCRR) Part 617 et seq., the Authority has classified the action as a Type I Action. This notice is issued pursuant to and in accordance with SEQRA. The Authority has determined that the proposed Action will not have a potentially significant adverse environmental impact and has issued a Negative Declaration.

Description of Proposed Action

The Authority is proposing a toll modification regulation which would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5 percent from their prior levels. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. GMMCB passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17 percent to 20 percent, and the 40 percent commuter discount program would be maintained. Out-of-state E-ZPass and Tolls by Mail tolls would be increased system-wide from their current 15 and 30 percent differentials above the NY E-ZPass rate, respectively, to 75 percent above the NY E-ZPass rate. At each toll facility other than the GMMCB, between 73 percent and 84 percent of passenger cars have NY E-ZPass accounts and therefore would see their tolls increase by only 10 percent through 2027 with the proposed regulation. The majority of passenger cars at the GMMCB – 75 percent – have NY E-ZPass and would see a total toll increase of 31 to 35 percent from the current rates through 2027. Truck tolls at all locations would be increased proportionately to car tolls by payment type.

The Authority's objectives for this Proposed Action are to provide funding necessary to finance the Authority's Capital Plan, maintain and operate the Thruway System, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines.

Because the Proposed Action only involves toll modifications, and no construction or physical alterations, no significant impacts are expected. In addition, because there is no longer any cash toll collection anywhere on the Thruway System, impacts are limited to those caused by traffic diversion off the Thruway System to alternate routes, which is expected to be minimal.

Evaluation of Impacts of the Proposed Action

The Authority retained Stantec to prepare an Environmental Assessment Report (Report) dated -- titled: "New York State Thruway Authority Environmental Assessment for Proposed Toll

Modification," which evaluated and analyzed all aspects of the Proposed Action, including the need for the toll modification and potential environmental impacts. In addition to the analyses in the Report, the Proposed Action's environmental impacts have been thoroughly evaluated in accordance with 6 NYCRR Part 617.7, including the SEQRA Full Environmental Assessment Form (FEAF), Part 2 - Identification of Potential Project Impacts.
The entire FEAF, Parts 1, 2 and 3, are included as appendices to the Report.

Although the Authority has determined that none of the Potential Project Impacts identified in the FEAF Part 2 are "Moderate to Large," which requires further explanation of the Proposed Action's impacts on the environment, this Determination of Significance nonetheless identifies and evaluates relevant potential impacts from this Proposed Action. Additional detail and information are available in the "New York State Thruway Authority Environmental Assessment for Proposed Toll Modification" Report and appendices.

Potential Environmental Impacts

The Authority has carefully considered all potential environmental impacts associated with the Proposed Action and reviewed the criteria for determining significance pursuant to 6 NYCRR Section 617.7 (c) (1). Based on that criteria, as follows, the Authority has determined to issue a Negative Declaration for the Proposed Action, "Adoption of New Toll Schedule Regulation - Statewide."

6 NYCRR 617.7 (c) (1) (i)
The Authority determined the Proposed Action is not likely to cause substantial adverse changes to existing air quality (see item 6 below), ground or surface water quality or quantity, traffic (see item 13 below), noise levels, level of solid waste production, or the potential for erosion, flooding, leaching or drainage problems.

6 NYCRR 617.7 (c) (1) (ii)
The Proposed Action does not involve construction or any other physical disturbance and therefore is not anticipated to: (a) remove or destruct large quantities of vegetation or fauna; (b) create substantial interference with the movement of any resident or migratory fish or wildlife species; (c) create impacts on a significant habitat area; (d) create substantial adverse impacts on threatened or endangered species of animal or plant, or the habitat of such species; or (e) cause other significant adverse impacts to natural resources.

6 NYCRR 617.7 (c) (1) (iii)
The Proposed Action does not involve construction or any other physical disturbance and therefore is not expected to cause impairments to the characteristics of any Critical Environmental Areas as designated under 6 NYCRR Part 617.

6 NYCRR 617.7 (c) (1) (iv)
The Proposed Action does not present any conflict with a community's current plans or goals, officially adopted or approved (see item 17 below). The Proposed Action does not pose any conflict with existing zoning laws.

6 NYCRR 617.7 (c) (1) (v)
The Proposed Action will not impair the character or quality of historic, archaeological, architectural, or aesthetic resources.

6 NYCRR 617.7 (c) (1) (vi)
The Proposed Action will not result in a major change in the use of either the quantity or type of energy.

6 NYCRR 617.7 (c) (1) (vii)
The Proposed Action is not anticipated to create a hazard to human health. No construction is involved, and air quality impact due to traffic diversion from the Thruway System to alternate routes is anticipated to be minimal. (see item 6 below.)

6 NYCRR 617.7 (c) (1) (viii)
The Proposed Action is not anticipated to result in a significant change in the use, and/or intensity of use of land. There are no agricultural resources that would be affected by the Proposed Action, and the Proposed Action will have no effect on existing open space and recreational resources, or in its capacity to support existing uses.

6 NYCRR 617.7 (c) (1) (ix)
The Proposed Action will not encourage or attract a large number of people to a place for more than a few days. The Proposed Action is not anticipated to result in significant additional users or significant changes of use to the Thruway System or off the Thruway System.

6 NYCRR 617.7 (c) (1) (x)
The Proposed Action is not anticipated to create a material demand for other actions that would result in one of the above consequences.

6 NYCRR 617.7 (c) (1) (xi)
The Proposed Action does not create impacts to two or more elements of the environment that, collectively, would result in a substantial adverse environmental impact.

6 NYCRR 617.7 (c) (1) (xii)
The Proposed Action has been reviewed with full consideration of any potential cumulative effects resulting from multiple actions on the same resource(s). This regulation notes that cumulative impacts can result from actions which individually produce minor impacts, but cumulatively result in significant impacts over time. The Proposed Action does not involve any construction or any other physical disturbance and is only expected to result in a small amount of traffic diversion off of the Thruway System, which would shift to a number of alternate routes throughout the State. No past or future actions are known that, in combination with the Proposed Action, are anticipated to produce significant impacts on transportation, air quality, or any other element of the environment.

Discussion of Part 2 of the Full EAF, “Identification of Potential Project Impacts”

The following provides detail on the sections of Part 2 of the Full EAF where there was a response of “Yes” for relevant potential impacts.

<u>6) Impact on Air Quality</u>

An air quality analysis was conducted to capture the air quality impacts associated with potential traffic diversions resulting from the Proposed Action. Although the Proposed Action would not spur a change in regional traffic volumes, it may cause some traffic to divert to alternate travel routes (as discussed in the following section, "Impact on Transportation"). Vehicles choosing to divert to alternate travel routes can affect local and regional air quality. Diverted vehicles can

add to the existing vehicle population already present on local roadways and decrease travel speeds which would lead to increased idling, braking and acceleration as compared to Thruway System travel. These factors affect the rate at which vehicles emit air pollutants. In addition, diverted routes can increase the total distance traveled when compared with the same vehicle trip on the Thruway System.

The analysis was conducted for both "No Build" and "Build" alternatives, and the resulting change in emissions between the two conditions was evaluated. The No Build alternative represents no changes to the current toll rates, and the Build alternative represents the proposed toll rate schedule. The analysis was conducted for the year 2027, at which point all of the proposed toll modifications will have taken effect on the Thruway System. Note that the Authority completed implementation of its cashless tolling program in late 2020; therefore, a change in toll rates will have no negative impact on air quality at toll locations as vehicles will no longer be queuing or stopping to pay.

The potential impact of the Proposed Action on air quality was assessed regarding local/regional pollutant concentrations along the impacted roads, and region-wide emissions burden in non-attainment and maintenance areas across New York State. The air quality analysis was conducted for criteria pollutants (carbon monoxide, nitrogen oxide, particulate matter, and volatile organic compounds) and greenhouse gases (GHGs) associated with on-road vehicles.

A screening was conducted for possible project-level microscale particulate matter ($PM_{2.5}$) hot spot conformity analysis based on criteria presented in the Federal Transportation Conformity Regulation at 40 United States Code of Federal Regulations Section 93.123 (b) (1). As the affected roadways will not have a substantial increase in diesel vehicles, and the proposed toll modification will not result in a significant adverse impact to traffic volumes from diesel vehicles, a $PM_{2.5}$ hot spot analysis is not required. The Authority has concluded that the Proposed Action is therefore not a project of air quality concern as per these criteria and the associated United States Environmental Protection Agency (USEPA) guidance.

The Air Quality Chapter of New York State Department of Transportation's The Environmental Manual (TEM) states that a carbon monoxide (CO) microscale analysis is not warranted if none of the screening criteria are met or exceeded. As indicated under "Impact on Transportation", none of the impacted roadway segments has an increase of 10 percent or more in traffic volumes. Consistent with the very minor traffic changes on all impacted routes, the study has anticipated that the resulting changes in speed and delay would also be minor. In addition, a significant reduction in speed (20 percent) is not anticipated on any of the impacted routes. The results of the Capture Criteria Screening indicate that none of the screening criteria are met, therefore no carbon monoxide (CO) microscale analysis is warranted.

Levels of ozone - which are formed by nitrogen oxide and volatile organic compounds - can be affected by changes in Vehicle Miles Traveled (VMT). The difference in VMT between the Build and No Build scenarios ranges between a 0.8 percent decrease and a 0.9 percent increase for all non-attainment and maintenance counties, with most regions showing almost no perceptible difference in VMT with the Proposed Action. In addition, based on the NYSDOT Environmental Science Bureau (ESB) Draft 2003 Greenhouse Gas and Energy Analysis Guidelines, this small change in VMT plus an increase in corridor VMT of less than 10 percent means that the criteria requiring a GHG analysis have not been met.

The Authority has also determined that the Proposed Action will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile sources. The Proposed Action is not anticipated to have a significant adverse impact on local pollutant concentrations or contribute to a significant increase in regional emissions. Increases in traffic on local highways would not reach critical emission thresholds, contributing only negligible pollutant burdens as a percentage of regional transportation-based emissions.

13) Impact on Transportation

The Proposed Action will not generate any new traffic. The toll increase is expected to divert a small amount of traffic off the Thruway System to alternate routes.

Diversion percentages forecasted in November 2022 for the proposed toll modification were utilized to estimate the number of vehicles diverting off of each section of the Thruway System. For the traffic impact analysis, these diversion volumes were applied to roadways that would likely serve as alternate routes. The estimated maximum number of two-way diverted vehicles from the Thruway during the peak hour would be 188 from the controlled system segment between Interchanges 24 and 25 (3.2 percent diversion), and the maximum number of one-way diverted vehicles during the peak hour would be 159 from the New Rochelle Barrier (3.8 percent diversion). The average one-way peak hour diversion for all segments of the Thruway is 48 vehicles (3.2 percent diversion).

The traffic screening methodology evaluated alternate route segments that experience both congestion - a v/c ratio greater than 0.90 - and a traffic increase of greater than 10 percent during the peak hour/peak direction as a result of the proposed toll modification. No segments that met both these criteria were found; however, several congested segments (v/c greater than 0.90) were discovered to have a potential traffic increase of 1 to 8 percent due to toll diversion. Note that this screening was based on a worst-case analysis where 100 percent of diverted traffic from a Thruway System segment is placed on each alternate route. Moreover, the v/c ratios on already-congested alternate route segments are not anticipated to significantly deteriorate, with potential increases between 0.01 and 0.07 as a result of the proposed toll modifications. (Again, this assumes very conservatively that *all* diversion traffic is applied to *each* alternate route, with more distant routes and overall trip reductions not considered; if the diversion were split among routes, almost all routes would see smaller increases in their traffic and v/c ratios.)

For example, Route 32/Pearl Street in Albany is a less likely diversion route than the larger nearby Route 9W, or the Taconic State Parkway across the Hudson River, and will likely absorb only a fraction of the 64 passenger car equivalents expected to divert from the adjacent section of the Thruway during the peak hour. While many segments along alternate routes currently experience congested traffic conditions, the proposed toll modifications would have a negligible effect on existing traffic operations. The diverted traffic will likely be less than shown for this screening analysis since already-congested routes will not be attractive options. As the Proposed Action is not anticipated to result in a significant change to traffic operations on alternate routes nor exceed the impact thresholds noted above, no further analysis is deemed necessary.

It is also important to note that based on historical trends, diversions to alternate routes are likely to be temporary. Time and other factors (such as the value of time, fuel costs, and increased congestion) along local roads tend to reverse the diversion effects of toll increases and we expect this to be the case with this proposed toll modification. Therefore, no significant adverse impacts to transportation are anticipated from the Proposed Action.

EXHIBIT III

New York State Thruway Authority
Environmental Assessment
For Proposed Toll Modification

FINAL DRAFT

DRAFT

August 21, 2023

Prepared for:

New York State Thruway Authority

Prepared by:

Stantec Consulting Services, Inc.

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1.0 SUMMARY OF FINDINGS

The New York State Thruway Authority ("the Authority") retained Stantec Consulting Services, Inc. ("Stantec") to produce this Environmental Assessment report for the Authority's proposed toll modification regulation ("toll modifications" or "regulation").

This chapter presents a summary of the proposed toll modifications and the associated estimated traffic diversion and anticipated environmental impacts. As noted in this report, the proposed toll modifications would result in a minimal amount of traffic diversion to alternate routes. In addition, the proposed toll modifications include no construction. As a result, no significant adverse impacts are anticipated on traffic, air quality, noise, land use, community character, economy, energy use or any other socio-economic or environmental factors.

1.1 NEED FOR TOLL MODIFICATIONS

The Authority undertakes significant capital improvements and maintenance work each year to keep the Thruway's highways and bridges in a state of good repair, ensuring safe and efficient travel for the heavy traffic demands of today's world. In addition to on-going capital and maintenance tasks, the Authority is also continually evolving to better serve its patrons. The Authority has improved customer service with advances in technology and by adding new capacity to the Thruway's highways and bridges in corridors with high travel demand. In recent years, the Authority completed the Governor Mario M. Cuomo Bridge ("GMMCB") Project and conversion of the full system to cashless tolling.

Beginning in March of 2020, the COVID-19 pandemic had a devastating impact on Authority toll traffic and revenues. While significant recovery has been seen in 2021 and 2022, revenue has not reached the levels forecasted before the start of the pandemic. Throughout this ordeal, the Authority has continued to maintain its financial strength while financing the capital needs of the aging Thruway System, making tough decisions to downsize, prioritize and adjust Capital Program projects to continue funding the annual operating and capital program budgets. It is important to note that the 2021-2022 toll adjustments were approved in 2019 before the start of the pandemic, and were originally designed to only provide sufficient revenues to finance the 2019-2024 Capital Program.

The Authority is undertaking a new Capital Plan. With revenue needs projected to be above those generated by the existing toll rates beginning in 2024, additional revenues are needed to successfully meet its future growing capital needs, fund outstanding debt and provide reliable service to its patrons.

The additional revenue generated by the proposed toll modification is a critical component of the Authority's multi-faceted program to provide funding necessary to finance the Authority's Multi-Year Capital Program, maintain the Thruway's highways and bridges in a state of good repair, fulfill its critical role in supporting the State's economy, and comply with the relevant portions of the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines.

1.2 SUMMARY OF PROPOSED TOLL MODIFICATIONS

The Authority is proposing a modification to toll rates at all toll collection points, including the controlled system (the mainline portion of the Thruway extending from Woodbury to Erie), the GMMCB, and the remaining barrier system gantries along the Thruway. As shown in Table 1, the proposed toll schedule would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels. Out-of-state E-ZPass and Tolls by Mail

tolls would both be increased from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. Passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. Commercial rates at the GMMCB would be increased proportionately to the car rates. By modifying rates in this way, the Authority intends to have less of an impact on frequent and/or local drivers, promote E-ZPass usage, and provide a higher level of revenue for the GMMCB that is commensurate with the capital costs incurred for the recent, massive replacement project.

Table 1: Proposed Toll Modifications

GOVERNOR MARIO M. CUOMO BRIDGE TOLL RATE ADJUSTMENTS	
Toll Modification Element	**Description**
Gov. Mario M. Cuomo (GMMCB) Bridge: Increase Base NY E-ZPass to a rate of $7.75 by 2027	Beginning on January 1, 2024, provide 50-cent annual increases to the base NY E-ZPass passenger toll rates on the GMMC Bridge during the period 2024-2027. This would result in a base NY E-ZPass rate for passenger vehicles increasing to $7.75 by 2027 (current rate is $5.75). Commercial rate increases would be proportionate to the passenger rate increases.
40% Commuter Discount Program*	Maintain the commuter discounted rate of 40 percent off the NY E-ZPass rate for passenger vehicles that opt into the program. Similar to today, the rates assume that a minimum of 20 trips are made in that month; if fewer than 20 trips are taken per month, customers are charged for each trip not taken. This program is offered to class 2L vehicles only, with a New York E-ZPass.
Resident Discount Program*	Increase the resident discount E-ZPass Plan for qualified Westchester and Rockland residents from its current 17 percent discount to a 20 percent discount off the NY E-ZPass rate. This program is only offered to class 2L passenger vehicles with a NY E-ZPass who opt into the plan and provide proof of residency.
SYSTEM-WIDE TOLL RATE ADJUSTMENTS	
Incentivize NY E-ZPass Usage	Beginning on January 1, 2024, increase the current 30 percent Tolls by Mail rate differential (a toll rate 30 percent above the NY E-ZPass rate) to a 75 percent differential. With this change, NY E-ZPass customers will receive a 75% discount from the Tolls by Mail and Non-NY E-ZPass toll rates
Non-NY E-ZPass Rates	Beginning on January 1, 2024, increase the current Non-NY E-ZPass toll rate differential from a 15 percent rate differential (a toll rate 15 percent above the NY E-ZPass rate for Non-NY E-ZPass tolls) to a 75 percent differential. With this change, NY E-ZPass customers will receive a 75% discount from the Tolls by Mail and Non-NY E-ZPass toll rates.
NY E-ZPass Rates	On January 1, 2024 and January 1, 2027 Increase the base NY E-ZPass rates by 5% from their prior levels.

**It should be noted that approximately 73.6 percent of passenger trips will pay a discounted rate compared to the Tolls by Mail rate and that roughly 30.9 percent of this traffic will be paying the discounted rates for the commuter and resident plans.*

1.3 TRAFFIC DIVERSION DUE TO THE PROPOSED TOLL MODIFICATIONS

This report estimates that the proposed toll regulation will result in the diversion of a limited number of vehicles to alternate routes that run parallel to the Thruway. We have estimated an average diversion of 3.2 percent of vehicles off of the Thruway System. Though some of these trips will no longer be made, we are assuming for this study that all diverted traffic will shift to alternate routes. In most cases, we expect traffic to divert to state highways and other major arterials, not to local roads.



The alternative route analysis identifies potential routes that drivers would utilize to avoid the Thruway toll system and evaluates the impacts these small diversions will have on non-Thruway roads and resulting impacts with respect to noise, air quality, traffic, and community character. It is important to note that based on prior studies and historical trends, the initial diversions to alternative routes are often temporary. Travel time and other factors (such as the value of time, fuel costs, and increased congestion along alternate routes) along with the many benefits the Thruway offers, tend to reduce the diversion effects of toll increases over time.

1.4 AIR QUALITY

The potential impact of the proposed toll modification on air quality was assessed regarding local/regional pollutant concentrations along the affected routes, and region-wide emissions burden in non-attainment and maintenance areas across New York State. Due to a low level of anticipated traffic diversion off the Thruway, the proposed toll modifications are not anticipated to significantly increase local pollutant concentrations including carbon monoxide ("CO") and particulate matter ("PM2.5") along the diversion routes, nor contribute to a significant increase in regional emissions. Increases in traffic on local highways would not reach critical emission thresholds, contributing only negligible pollutant burdens as a percentage of regional transportation-based emissions. As such, the proposed toll modifications are not anticipated to have a significant adverse impact on local or regional criteria pollutant burdens and is not expected to interfere with state implementation plan ("SIP") emission budgets or air quality conformity rules toward region-wide attainment of the National Ambient Air Quality Standards ("NAAQS").

1.5 OTHER CONSIDERATIONS

Noise

Since diverted traffic from the Thruway associated with the proposed toll modification would be minor compared to traffic that already exists on the alternative routes, the mix of vehicle classes or speeds that currently exist on the diversion routes is not expected to change significantly. As a result, the implementation of the proposed toll modifications is not anticipated to result in any significant noise impacts. As a general benchmark, a three decibel increase in noise, which represents the smallest noise level change that can be detected by the human ear, could only occur if traffic volumes were to double (a 100 percent increase). The highest predicted diversion is approximately 188 two-way vehicles in the peak hour. If this traffic were diverted to a single alternate route, it would result in a worst-case increase of approximately 9 percent of traffic on one of those alternate routes. In general, the average predicted diversion of two-way traffic volume onto parallel alternate routes is approximately 89 vehicles, resulting in an average increase in alternate route traffic volume during the peak hour of about 1.8 percent. Since the anticipated diversions are not expected to be significant and would not significantly alter the mix of vehicle classes or speeds that currently exist on the diversion routes, the toll modification would not result in significant noise impacts.

Toll Plaza/Gantry Operations

Historically, operational impacts at toll plazas have been assessed for toll modifications on the Thruway, in terms of queue length and processing time. However, the entire Thruway System has operated with cashless tolling gantries since November 2020. With cashless tolling, conventional toll plazas have been replaced with overhead gantries holding equipment and cameras to detect and identify vehicles through E-ZPass antennas and license plate-reading cameras. With vehicles operating at highway speeds under the toll gantries, there is no vehicle queuing or processing time related to toll payment, therefore, no operational impacts at any toll locations due to the toll modification are anticipated.



Land Use and Community Character

Since no significant traffic, air quality or noise impacts would be associated with these diversions, the proposed toll regulation is not anticipated to result in significant adverse indirect impacts to land use or community character. Although the toll modifications are anticipated to attract some vehicles to alternative routes, most of these limited diversions would occur along collector roads, arterials or expressways, as opposed to more local roadways.

Economic Impacts

As a result of the proposed regulation, both negative and positive economic impacts are expected. The negative impacts would affect, to varying degrees, some of the customers of the Thruway. Positive impacts would also affect the Thruway customers and the economic health of New York State.

With the proposed toll modifications, a small negative economic impact is expected in terms of higher out-of-pocket costs for Thruway System customers. While higher toll costs increase the operational cost for drivers, the cost increase will generally be minor, especially for NY E-ZPass customers, who make up the vast majority of trips. For example, a customer traveling 4,000 miles annually on the controlled system in a passenger vehicle with a NY E-ZPass will see their toll costs increase by $18 a year between now and 2027. Greater impacts are expected for customers using other payment types; however, these customers generally use the Thruway facilities less frequently. A customer traveling 3,000 miles annually (250 miles per month) on the controlled system with an out-of-state E-ZPass will see their total toll costs increase by $104 a year between now and 2027; a less-frequent out-of-state E-ZPass customer traveling 1,000 miles on the controlled system per year would see their annual total toll costs increase by less than $35. A passenger car utilizing Tolls by Mail will see their annual toll costs increase by $83 a year in 2024 on the GMMCB, and an additional $21 in each year from 2025 through 2027, assuming they make two monthly round trips. Compared to increased costs from the effects of fluctuating fuel prices – a 10-cent increase in gas price equates to $57 annually for the average car driver – and overall vehicle operating costs, the toll modifications are not expected to have a significant adverse impact on customers. Furthermore, additional toll costs for the most impacted customers can be eliminated or reduced by switching to a NY E-ZPass. In addition, enrolling in an appropriate discount program (if applicable) can provide added toll savings.

The regulation is proposed to fund the Multi-Year Capital Program for needed rehabilitation, maintenance, and congestion relief improvements. This program includes projects to maintain the Thruway's highways and bridges in good condition, as well as to reduce congestion and improve traffic flow. As part of the Capital Program, congestion relief improvements would be constructed, resulting in economic benefits to the Thruway users in terms of reduced fuel costs and time-savings. These benefits would accrue to all Thruway customers system-wide where capital program projects will be funded by the toll modifications.

Furthermore, ongoing economic value is expected to be generated by Thruway operations and maintenance expenditures, as well as Thruway capital construction projects supporting jobs in regions across the State. The toll adjustment was designed to support the financial needs of the Authority including its 2023-2027 $1.9 billion Capital Program. According to data from the Federal Highway Administration ("FHWA") and the White House Council of Economic Advisors ("CEA"), approximately 13,000 full-time jobs are supported by each $1 billion of highway investment.

According to data from the Association of General Contractors, every $1 billion of highway investment supports approximately 12,216 direct jobs, 5,830 indirect jobs and 18,046 induced jobs. Direct jobs are those held by workers employed at highway construction sites, including laborers, specialists, engineers and managers. Indirect jobs are those held by workers in industries that supply highway construction manufacturers with materials, including those



involved in lumber, steel, concrete and cement products, and by offsite construction industry workers, including administrative, clerical and managerial workers. Induced jobs are those jobs supported throughout the economy when highway construction industry employees spend their earnings.

Energy Use Impacts

Overall, the net change in fuel consumption is not expected to be significant with the proposed toll modifications. The potential shift of traffic from the Thruway to alternative routes with lower operating speed could cause a minor decrease in fuel efficiency for a small number of diverted vehicles. In addition, the diversion routes may not be as direct as the Thruway resulting in longer travel distances, a minimal increase in the total vehicle miles traveled, and a minimal increase in fuel consumption.

It should also be noted that drivers using the Thruway have recently seen benefits in energy use due to the conversion to cashless tolling in late 2020. Conversion of all toll plazas to cashless tolling, funded through the Capital Program, eliminated transaction times entirely. This has had a beneficial economic impact to Thruway motorists in terms of time savings and reduced energy use.

Coastal Resources

Parts of the Thruway and its diversion routes are located in Local Waterfront Revitalization Program areas. The project has been reviewed against the policies of the coastal zone management program and it has been found to be consistent with these policies to the maximum extent practicable. The proposed toll modifications would not result in significant adverse environmental impacts in these designated areas.

Environmental Justice/Climate Act

New York State's Climate Act went into effect in 2020. The Climate Act is meant to address inequity with regards to climate change in the State, and requires consideration of impacts on identified disadvantaged communities. Since it has been concluded in this study that the proposed toll rate modifications would not result in significant environmental impacts to any disadvantaged communities identified in the Climate Act.

Smart Growth

Under the New York State Smart Growth Public Infrastructure Policy Act, no State infrastructure agency shall approve, undertake, support, or finance a public infrastructure project, unless, to the extent practicable, the public infrastructure project is consistent with the Thruway's Smart Growth Infrastructure Criteria, as applicable. Based on these criteria, the analysis concludes that the proposed toll modification would be consistent with all applicable criteria in accordance with Thruway smart growth policies.

Collective and Cumulative Impacts

The proposed action does not impact two or more elements of the environment that, collectively, would result in a substantial adverse environmental impact. in addition, no past or future actions are known that, in combination with the proposed toll modifications, are anticipated to produce significant impacts. No construction is associated with the toll modifications. No impacts are anticipated from air or noise, and traffic impacts resulting from diversion off the Thruway are expected to be very minor. Adverse economic impacts are also very minor, especially for the typical customer, and are mitigated by economic benefits of the toll modification, namely, the provision of needed financing to the Authority's plan to keep the Thruway's highways and bridges in a state of good repair, ensuring safe and efficient travel improvements and job creation from infrastructure investment.



2.0 INTRODUCTION

This chapter provides an overview of the purpose and scope of the Environmental Assessment.

2.1 STUDY PURPOSE

The State Environmental Quality Review Act ("SEQRA") requires that any potential adverse environmental impact of an action be evaluated and either avoided or mitigated through an alternatives evaluation prior to an action being undertaken, funded or granted approvals by other involved State agencies. To this end, the Authority has undertaken a complete review of the proposed toll modifications. The steps that have led to the release of this report include the following:

- Pursuant to New York Environmental Conservation Law ("ECL") Article 8 and implementing regulations, 6 New York Codes Rules and Regulations Part 617, et seq., the Authority determined that this action is a Type I action under SEQRA and a Full Environmental Assessment Form (FEAF): Part 1 – Project and Setting; Part 2 – Identification of Potential Project Impacts; and, Part 3 – Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance were completed and can be found in Appendix B.
- The Authority provided all involved State agencies with a completed copy of Part 1 of the FEAF and sought concurrence with the designation of the Authority as the Lead Agency for the SEQRA review of the action, which can be found in Appendix B. The Authority did not receive any objections to the Lead Agency request and the Authority claimed Lead Agency status.

Since the toll modification does not involve new construction, it is not expected to have a significant adverse impact on land use, neighborhood character, natural resources, water quality, historic/cultural resources, open space, community facilities, hazardous materials, waste disposal, noise, coastal resources, construction, or other areas of potential environmental concern. However, because the proposed toll modification could have the potential to divert Thruway traffic onto parallel routes, and thereby, affect traffic conditions and air quality, this study analyzes these subject areas in detail.

2.2 STUDY AREA

The study area, as shown in Figure 1, is the State of New York, which encompasses all segments of the Thruway, including the controlled system and the barrier system (all of which now operate with cashless toll gantries), as well as diversion routes within the state that may be affected by the proposed toll modifications.

As identified in Table 2, the Thruway is currently about 570 miles in length and is made up of different sections. The controlled system is made up of the mainline section from Exit 15 (Woodbury) to Exit 50 (Williamsville), the Berkshire Section from Exit 21A to B3, and the Erie Section from Exits 55 to 61. The tolls along the controlled system are based on the vehicle class, payment type, and the miles traveled on the Thruway, with a surcharge added for trips that utilize the Castleton-on-Hudson Bridge in the Albany area.

The barrier system of cashless toll gantries is located on several different sections of the Thruway as indicated in Table 2. Table 3 lists the names of these locations; three are major bridges over waterways and four are toll facilities along several major highways. The toll rates at these gantry locations are based on the vehicle class and payment type only, regardless of the miles traveled on the Thruway, and are collected generally in one direction except at Harriman and Yonkers, where they are collected in both directions. The Spring Valley toll gantry collects tolls only for commercial vehicles and passenger cars towing a trailer.

The major long-distance diversion routes analyzed for the controlled system and the barrier system include State Route 17, State Route 5, US Route 9W, US Route 20, State Route 31, and the Taconic State Parkway. More details on the diversion routes including maps are shown in Section 5.2.

Figure 1: Study Area

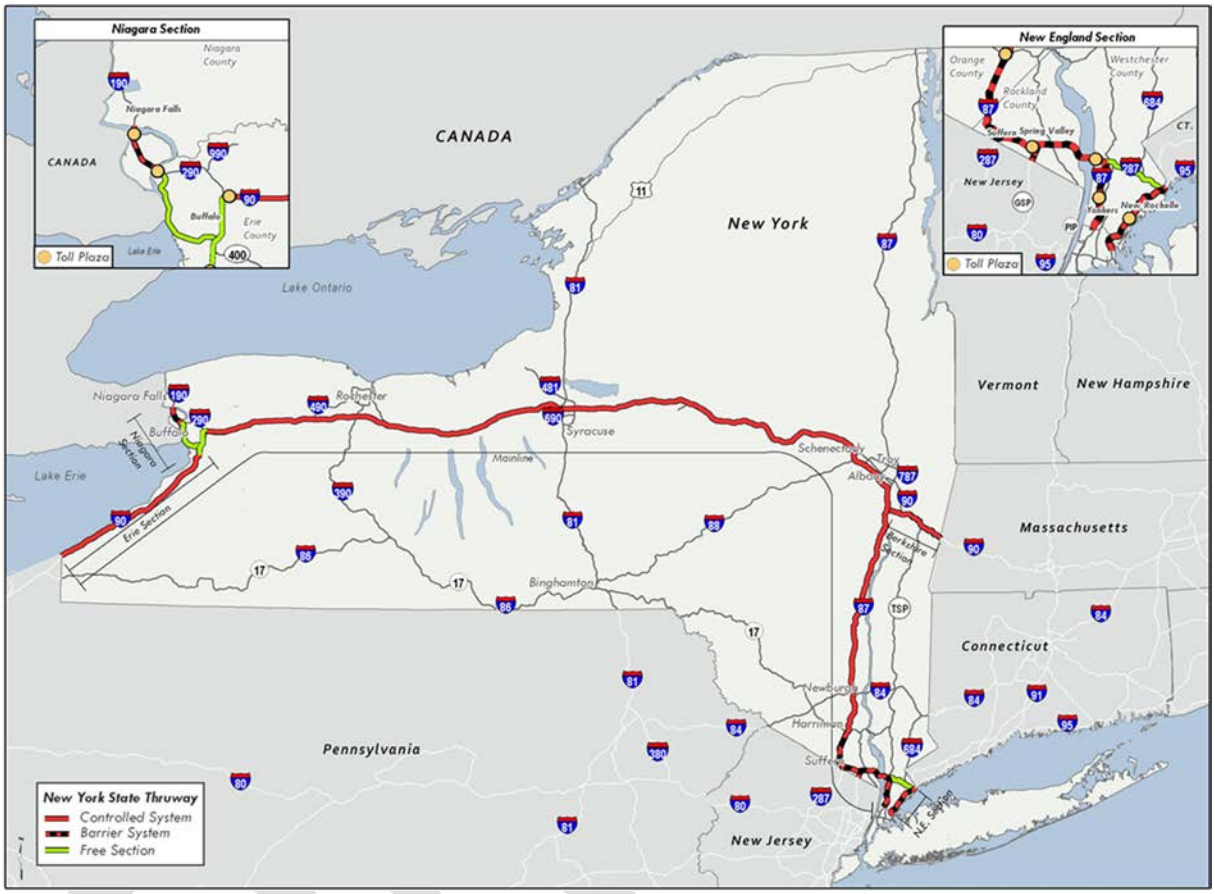

Table 2: The Thruway

Section	Controlled System	Barrier System	Length (miles)
The Mainline (New York City – Buffalo)	X	X	426
Erie Section (Buffalo – Pennsylvania Line)	X		70
Niagara Section I-90 (Buffalo – Niagara Falls)		X	21
Berkshire Section (Selkirk – Massachusetts Line)	X		24
New England Section (I-95) (Bronx – Connecticut Line)		X	15
Garden State Parkway Connection (Spring Valley – New Jersey)			3
Cross-Westchester Expressway (I-287) (Mainline I-87 in Tarrytown – I-95 in Rye)			11
Total			**570**

X= tolled section of the Thruway

Table 3: Barrier System Facilities along the Thruway (Cashless Toll Gantries)

Waterway Crossing Tolls	Highway Tolls
Governor Mario M. Cuomo Bridge	Harriman Gantry
Grand Island Bridge – North	Yonkers Gantry
Grand Island Bridge – South	New Rochelle Gantry
	Spring Valley Gantry (No Tolls for Passenger Cars)

2.3 STUDY SCOPE

This study presents the proposed toll modifications and the need for them. As the toll modifications are expected to shift some traffic to alternate routes, much of the focus of this study is on the estimated traffic diversion and potential impacts along the Thruway System and its diversion routes. The study scope includes assessment of the impacts in terms of:

- Alternate route traffic
- Air quality impacts
- Economic impacts
- Noise impacts
- Environmental justice with regard to the Climate Act
- Toll plaza/gantry operations
- Land use and community character
- Energy use impacts
- Coastal resources/consistency with state coastal zone management policies
- Smart Growth (as related to the New York State Smart Growth Public Infrastructure Policy Act)

2.4 PUBLIC COMMENTS

Pursuant to the New York State Administrative Procedure Act ("SAPA") Section 202, the public comment period for the toll modification commenced in December 2022 to afford the public an opportunity to submit comments. In-person public hearings were held pursuant to New York Public Authorities Law ("PAL") Section 2804 on May 8th, 9th, 16th, and 22nd to afford the public an opportunity to be heard. An additional hearing on June 5th was held virtually and streamed live for public viewing.

The public comment period ended on June 12, 2023. All comments received during the comment period were thoroughly reviewed and an Assessment of Public Comments ("APC") was prepared in accordance with SAPA Section 202. The APC will be available by contacting the Authority's Legal Department at 518-436-2840. Comments received at the public hearings and those received during the public comment period were duly considered and, where deemed appropriate, are addressed in this Environmental Assessment report.

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3.0 PROPOSED TOLL MODIFICATIONS

This chapter discusses the need for the toll modification, summarizes the history of toll rates, and provides detail on the proposed toll modifications.

3.1 NEED FOR TOLL MODIFICATIONS

The Authority undertakes capital improvements and maintenance work each year to keep the Thruway's highways and bridges in a state of good repair, ensuring safe and efficient travel for the heavy traffic demands of today's world. In addition to on-going capital and maintenance tasks, the Authority is also continually evolving to better serve its patrons. The Authority has improved customer service with advances in technology and by adding new capacity to the Thruway's highways and bridges in corridors with high travel demand. In recent years, the Authority completed the Governor Mario M. Cuomo Bridge Project and conversion of the full system to cashless tolling.

Beginning in March of 2020, the COVID-19 pandemic had a devastating impact on Authority toll traffic and revenues. While recovery has been seen in 2021 and 2022, revenue has not reached the levels forecasted before the start of the pandemic. Throughout this ordeal, the Authority has continued to maintain its financial strength while financing the capital needs of the aging Thruway System, making tough decisions to downsize, prioritize and adjust Capital Program projects to continue funding the annual operating and capital program budgets. It is important to note that the Thruway Authority Board approved the proposal to begin the process for the 2021-2022 toll adjustments in December 2019, before the start of the pandemic, and that these toll adjustments had been designed to provide sufficient revenues to finance the 2019-2024 Capital Program.

The Authority is undertaking a new Capital Plan. With revenue needs projected to be above those generated by the existing toll rates beginning in 2024, additional revenues are needed to successfully meet its future growing capital needs, fund outstanding debt, and provide reliable service to its patrons.

The revenue generated by the proposed toll modification is a critical component of the Authority's multi-faceted program to provide funding necessary to finance the Authority's Multi-Year Capital Program, maintain the Thruway's highways and bridges in a state of good repair, fulfill its critical role in supporting the State's economy, and comply with the relevant portions of the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines.

3.2 HISTORY OF TOLL MODIFICATIONS

The history of toll modifications on the Thruway is shown in Table 4 and Table 5. Five changes in toll rates occurred during the period from 1959 to 1988 on a fairly regular basis. During the ensuing period from 1988 through 2004, limited modifications were made to the toll rate structure. These included the 1991 toll modification at the Spring Valley Barrier that was phased from the 1988 toll modification and the 1997 Tappan Zee Bridge Corridor Relief Initiative, which resulted in the removal of passenger car tolls from the Spring Valley Barrier, the conversion of truck tolls to one-way (northbound) at Spring Valley, peak-period pricing of commercial tolls at Spring Valley and the former Tappan Zee Bridge, and a $0.50 increase in passenger car tolls at the former Tappan Zee Bridge.

Between 2005 and 2011, several modifications to the toll rate structure were implemented to fund a new $2.6 billion Multi-Year Capital Program. The 2005 toll modification generally increased toll rates by 25 percent for passenger vehicles, increased toll rates by 35 percent for commercial vehicles, and increased cash tolls for both passenger and commercial vehicles by 10 percent in 2008. In addition, the toll modification implemented a new vehicle classification system, reducing the number of classifications from 43 to 9; created a new E-ZPass discount program, continued a

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graduated volume discount program for commercial customers; and expanded the availability of commuter plans to bridges and barriers on the Thruway.

In late 2007, rising fuel prices and the recession's impact on employment, industrial production, housing starts, and other aspects of the economy significantly impacted passenger and commercial traffic patterns nationwide. Consequently, total traffic on the Thruway and on other selected toll facilities began to decline, as Thruway patrons reduced the number and distance of their trips.

In response to the financial pressures brought on by fuel prices and the state of the national economy, the Authority implemented another series of small adjustments to toll rates in 2008. These adjustments were only designed to provide additional funding to assist the Authority in financing operational, maintenance, and capital commitments made in the 2005-2011 period. The 2008 toll modification maintained a five percent E-ZPass discount for all patrons and added two five percent across-the-board increases, which took effect in 2009 and 2010. While it had been expected that a toll modification would be necessary in 2012 to fund the operating and capital needs for 2012 and thereafter, no changes were made to toll rates on the Thruway until 2021, with the exception of the 2017 discontinuation of discounts for vehicles with non-NY E-ZPass; both the 5 percent system-wide discount and the discounts for non-peak commercial vehicles (of up to 50 percent) at the Spring Valley Barrier and the GMMCB ceased as of January 1 of that year.

With revenue needs projected to be above those generated by the old toll rates, in 2019 the Authority proposed a toll modification for 2021-2022 to generate the additional revenues needed to successfully meet its future growing capital needs, fund outstanding debt and provide reliable service to its patrons. Note that this toll modification was based on late 2019 projections of revenue needs, and the COVID-19 pandemic caused a decline in travel, which only heightened its importance. The modification increased all out-of-state E-ZPass tolls to 15 percent above the NY E-ZPass rate and increased all Tolls by Mail tolls to 30 percent over the NY E-ZPass rate on January 1, 2021. In addition, the base NY E-ZPass toll at the GMMCB was increased by 50 cents per year over two years (in January 2021 and January 2022) with a 40 percent commuter discount program, and commercial rates increased proportionately to car rates with an additional 20 percent increase for trucks with five of more axles. Residents of Westchester and Rockland Counties with proof of residency and NY E-ZPass did not see a car toll increase on the GMMCB in 2021 or 2022. At all locations other than the GMMCB, any vehicle with NY E-ZPass (the vast majority of vehicles on the system) also did not see a toll increase in 2021 or 2022. By modifying rates in this way, the Authority intended to have less of an impact on frequent and/or local drivers, promote E-ZPass usage, and provide a higher level of revenue for the GMMCB commensurate with the capital costs incurred for the massive replacement project. Additionally, the increase for larger commercial vehicles on the GMMCB was implemented to account for the greater wear and tear that those types of vehicles impose on the infrastructure. These recent set of toll increases which occurred on January 1, 2021 (systemwide) and January 1, 2022 (GMMCB only), are detailed in Table 5.

In addition to the recent set of toll increases in 2021 and 2022, the Authority made several changes to help cover the additional processing costs associated with AET beginning in 2021:

- The Authority began to charge the Tolls by Mail rate to E-ZPass customers without a properly mounted, readable transponder who are processed through a license plate image review. This charge offsets additional costs related to image review and is also meant to incentivize proper placement of E-ZPass transponders, which facilitates toll processing.

- The Authority began to assess a $2 per-bill administrative surcharge for Tolls by Mail trips to offset printing and mailing costs. Note that nearly all cashless toll facilities throughout the country also charge Tolls by Mail

premiums (see Section 3.7.2) or a combination of premiums and administrative per-bill surcharges (see Table 14 on page 31) to offset additional processing costs.

Table 4: Average Toll Modifications 1959 through 2010

Year	Average Increase		Notes
	Cars	Trucks	
1959	28%	18%	Only Class 1-4 increased
1970	0%	19%	Class Change
1975	15%	8%	Varied by Location
1980	25%	30%	
1988	32%	38%	
1991	14%	0%	Spring Valley Passenger Cars Only
1997	20%	100% in Peak Period	Tappan Zee Corridor Relief (Congestion Pricing)
2005	25%	35%	Class Change
2008	10%	10%	Cash Rates
2008			July E-ZPass Only, Discount Decreased to 5% from cash rate
2009	5%	5%	Increase set in 2008
2010	5%	5%	Increase set in 2008

Table 5: Most Recent Toll Modifications, 2021 and 2022

Year	Location and Payment Type	Increases	
		Cars and Trucks up to 4 Axles	Trucks, 5+ Axles
2021	**Governor Mario M. Cuomo Bridge**		
	Car Resident E-ZPass	no increase	-
	Car Commuter E-ZPass	5%	-
	Standard NY E-ZPass	11%	31%
	Non-NY E-ZPass	21%	51%
	Tolls by Mail	37%	70%
	Remainder of Thruway System		
	NY E-ZPass	no increase	no increase
	Non-NY E-ZPass	9%	9%
	Tolls by Mail	24%	24%
2022	**Governor Mario M. Cuomo Bridge**		
	Car Resident E-ZPass	no increase	-
	Car Commuter E-ZPass	10%	-
	Standard NY E-ZPass	10%	30%
	Non-NY E-ZPass	10%	30%
	Tolls by Mail	10%	30%

3.3 CURRENT TOLL RATES ON THE THRUWAY

The Authority's current toll rate structure is presented in Table 6.

Table 6: Current Thruway Toll Structure ($)

New York E-ZPass

Vehicle Class [1]	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY		GOV MARIO M. CUOMO BR. (GMMCB)	
							PEAK	OFF PEAK	PEAK	OFF PEAK
2L Commuter [2]	[3]		$0.28	$0.55	$0.55	$1.10			$3.45	$3.45
2L Resident			$0.09						$4.75	$4.75
2L Standard	$0.0447	$0.62	$0.95	$1.19	$1.19	$1.66	$0.00	$0.00	$5.75	$5.75
3L	$0.0692	$0.86	$1.43	$1.43	$1.43	$2.38	$3.00	$1.50	$13.92	$6.96
4L	$0.0821	$1.00	$1.66	$1.66	$1.66	$2.85	$4.50	$2.25	$16.64	$8.32
2H	$0.0886	$1.05	$1.90	$1.90	$1.90	$3.33	$5.25	$2.63	$17.86	$8.93
3H	$0.1524	$1.47	$2.14	$2.61	$2.14	$4.04	$8.25	$4.13	$25.12	$12.56
4H	$0.1680	$1.90	$2.61	$2.85	$2.61	$4.75	$8.25	$4.13	$29.96	$14.98
5H	$0.2271	$2.57	$4.04	$4.04	$4.04	$7.60	$13.50	$6.75	$55.77	$27.89
6H	$0.2815	$3.09	$4.28	$4.75	$4.28	$8.31	$14.75	$7.38	$69.82	$34.91
7H	$0.3359	$3.66	$4.75	$5.46	$4.75	$9.26	$16.50	$8.25	$83.87	$41.94

Non-New York E-ZPass

Vehicle Class [1]	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY	GMMCB
2L	$0.0514	$0.71	$1.09	$1.37	$1.37	$1.91	$0.00	$6.61
3L	$0.0796	$0.99	$1.64	$1.64	$1.64	$2.73	$3.45	$16.01
4L	$0.0944	$1.15	$1.91	$1.91	$1.91	$3.28	$5.18	$19.14
2H	$0.1019	$1.21	$2.19	$2.19	$2.19	$3.82	$6.04	$20.53
3H	$0.1753	$1.69	$2.46	$3.00	$2.46	$4.64	$9.49	$28.89
4H	$0.1932	$2.19	$3.00	$3.28	$3.00	$5.46	$9.49	$34.45
5H	$0.2612	$2.96	$4.64	$4.64	$4.64	$8.74	$15.53	$64.14
6H	$0.3237	$3.55	$4.92	$5.46	$4.92	$9.56	$16.96	$80.30
7H	$0.3863	$4.21	$5.46	$6.28	$5.46	$10.65	$18.98	$96.45

Tolls by Mail

Vehicle Class [1]	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY	GMMCB
2L	$0.0581	$0.81	$1.24	$1.54	$1.54	$2.16	$0.00	$7.48
3L	$0.0900	$1.12	$1.85	$1.85	$1.85	$3.09	$3.90	$18.10
4L	$0.1067	$1.30	$2.16	$2.16	$2.16	$3.71	$5.85	$21.64
2H	$0.1152	$1.37	$2.47	$2.47	$2.47	$4.32	$6.83	$23.21
3H	$0.1981	$1.91	$2.78	$3.40	$2.78	$5.25	$10.73	$32.65
4H	$0.2184	$2.47	$3.40	$3.71	$3.40	$6.18	$10.73	$38.95
5H	$0.2952	$3.34	$5.25	$5.25	$5.25	$9.88	$17.55	$72.51
6H	$0.3660	$4.02	$5.56	$6.18	$5.56	$10.81	$19.18	$90.77
7H	$0.4367	$4.76	$6.18	$7.10	$6.18	$12.04	$21.45	$109.03

(1) Classes are generally denoted by the number of axles (2 through 7) and the vehicle height. "L" represents vehicles under 7.5' and "H" represents vehicles over 7.5' in height.

(2) Customers in the commuter program pay a monthly amount and must meet a monthly minimum number of trips (20 at one-way toll facilities and 35 at two-way toll facilities) to receive the fully discounted prices shown per trip. Once the monthly minimum number of trips is met, the customer is charged the fully discounted price per additional trip.

(3) Controlled system permit plan customers pay $88/year which covers the toll for the first 30 miles or less of a passenger car trip.

In order to receive E-ZPass discounts, a driver must have a transponder issued by a New York State toll agency (the Thruway Authority, Port Authority of NY & NJ, or the Metropolitan Transportation Authority). In addition to the lower rates offered to customers with a NY-issued E-ZPass, the Authority offers several specialized E-ZPass discount programs as discussed in the following section.

3.4 EXISTING DISCOUNT PROGRAMS

The Authority provides both passenger and commercial vehicles with discount options and/or specialized plans that are primarily geared towards frequent users and are administered by the Authority through the NY Customer Service Center's E-ZPass Program (also known as "E-ZPassNY" or "NY E-ZPass"). In addition, New York State provides some tax relief by not charging the Highway Use Tax for trips taken on the Thruway. The discount options offered by the Authority, specialized plans, and tax relief are briefly described below:

Passenger Vehicles

The Authority offers several *Account Specific Discount Plans* that are administered through E-ZPassNY. Among these are a series of commuter plans designed specifically for frequent users of the Thruway that use one or more of the bridge/barrier toll facilities. Users can pre-pay a monthly minimum for a selected facility and receive discounted travel for each trip taken in excess of the minimum charge. The *Account Specific Discount Plans* include the *Thruway Governor Mario M. Cuomo Bridge Commuter Plan*, *Thruway Grand Island Commuter Plan, Thruway New Rochelle Commuter Plan*, *Thruway Yonkers Commuter Plan*, and *Thruway Harriman Commuter Plan*, all of which offer monthly minimum usage charges at discounted rates for a limited number of trips.

In addition to the *Account Specific Discount Plans* at bridge/barrier toll facilities and the lower rates for NY E-ZPass customers that apply to the entire Thruway, the controlled system offers an annual permit for frequent users through the *Thruway Annual Permit Plan* that allows for the first 30 miles of each trip to be free of tolls for a prepaid flat fee. Residents of Grand Island are eligible for a *Thruway Grand Island Resident Discount* when crossing through either of the Grand Island toll barriers. Residents of Westchester and Rockland counties are eligible for a *Thruway Governor Mario M. Cuomo Bridge Resident Discount* when crossing the Governor Mario M. Cuomo Bridge. The Authority also offers the *Green Pass Discount Plan* that is available to customers driving plug-in electric and plug-in hybrid vehicles. E-ZPass discounts are also offered for motorcycles, motor homes, and "5th wheel' or "gooseneck" vehicles or vehicle combinations.

Commercial Vehicles

For commercial vehicles, there are currently two types of discount programs offered in addition to the 5 percent general NY E-ZPass discount. The *Special Commercial Discount ("S-Discount")* is for non-tandem commercial vehicles that are less than or equal to 48 feet in length and requires a NY E-ZPass transponder. In addition, an *E-ZPassNY Commercial Volume Discount* offers generous, progressively higher discounts based on the monthly toll charges:

- $1,001 to $2,000 – 10%
- $2,001 to $3,000 – 15%
- Over $3,000 – 20%

Commercial vehicles in New York State are required to pay a State highway use tax, which corresponds to the annual miles traveled in New York State and targets vehicles with a gross weight of 18,000 pounds or more. To compensate for the Thruway tolls, State law allows commercial vehicles to exclude the miles traveled on the tolled portions of the Thruway from their tax calculations. Although not a direct discount, it provides commercial vehicles, weighing 18,000 pounds or more with tax relief for the miles traveled on the Thruway,

3.5 FUNDING REQUIREMENTS

As presented in Stantec's report entitled "New York State Thruway Financial Requirements and Proposed Toll Adjustments," dated November 28, 2022 (the "November 2022 Financial Requirements Report"), the Authority and its independent financial advisors determined that additional revenues will be needed for the Authority to fulfill its system-wide operating, debt service, and capital needs through 2031. Future funding needs through 2031 were established by the Authority at amounts necessary to continue its high levels of safety and service, maintain good infrastructure conditions, support Thruway operations, and comply with the relevant portions of the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines.

Flow of Funds with Current Toll Schedule

The projected flow of funds included in Table 7 shows the future revenue needs and debt service coverage ratios through 2031, as presented in the November 2022 Financial Requirements Report. The funding for the Capital Program and estimated debt to be refunded are also displayed in the table. In determining future funding needs, it is important to note that the Authority has a management commitment to a future minimum debt service coverage ratio of 1.55x for the Senior Lien, which is above the Board-adopted guideline of 1.50x. Additionally, the Authority has a management commitment to a minimum debt service coverage ratio for combined Senior Bonds and Junior Indebtedness Obligations of 1.35x, which is higher than the Junior Indebtedness Resolution requirement of 1.2x coverage for the combined annual Senior Bond debt service and annual Junior Indebtedness obligation debt service. These Board-adopted minimum coverage ratio guidelines are met or exceeded through 2023; to meet minimum coverage requirements in 2024 through 2031, an additional $2.8 million to $246.1 million is needed in those years (see "gap closing revenues" in Table 7). In the absence of any proposed additional funding amounts, the Authority has the power, without approval by the Legislature or the Governor, to increase toll rates to maintain its high level of operating safety and services on the Thruway, to maintain and rehabilitate the Thruway, to pay debt service, to meet toll covenants, and to maintain the balance of revenues and expenses.

Flow of Funds with Proposed Toll Schedule

Table 8 shows the projected Flow of Funds, as defined by the Authority's Bond Resolution, inclusive of the proposed toll adjustments, as presented in the November 2022 Financial Requirements Report. The Authority's management commitment to a future minimum debt service coverage ratio of 1.55x for the Senior Lien, above the Board-adopted guideline of 1.50x, is met for all years of the forecast with the proposed toll modifications.

Additionally, the Authority has a management commitment to a minimum debt service coverage ratio for combined Senior Bonds and Junior Indebtedness Obligations of 1.35x, higher than the Junior Indebtedness Resolution requirement of 1.2x coverage for the combined annual Senior Bond debt service and annual Junior Indebtedness Obligation debt service. With the proposed toll adjustments these Board-adopted minimum coverage ratio guidelines are met or exceeded every year of the forecast through 2031.

Table 7: Historical and Projected Thruway Flow of Funds and Debt Service Coverage with Current Toll Schedule (millions)

	ACTUAL			FORECAST										2022-2031
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Total Revenues	$ 812.1	$ 668.5	$ 826.5	$ 898.0	$ 889.6	$ 895.8	$ 910.3	$ 917.4	$ 923.7	$ 930.8	$ 938.2	$ 945.6	$ 953.0	$ 9,202.5
Gap Closing Revenues [1]	-	-	-	-	-	2.8	85.6	117.7	141.6	165.7	189.2	217.7	246.1	1,166.3
Available Revenues	812.1	668.5	826.5	898.0	889.6	898.7	995.9	1,035.1	1,065.3	1,096.5	1,127.4	1,163.2	1,199.1	10,368.8
Less:														
Operating Expenses	350.9	316.6	339.8	379.4	396.5	404.4	412.5	420.8	429.2	437.8	446.6	455.5	464.6	4,247.3
Operating Reserves	6.0	2.0	6.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0
Total Operating Costs	356.8	318.6	346.3	380.4	397.5	405.4	413.5	421.8	430.2	438.8	447.6	456.5	465.6	4,257.3
Net Revenues	455.2	349.9	480.2	517.6	492.1	493.2	582.4	613.4	635.2	657.7	679.8	706.7	733.5	6,111.5
Less: Gen. Rev. Bonds Debt Service	226.8	166.8	241.3	242.3	248.6	256.7	307.8	324.7	339.2	319.0	332.9	391.3	407.4	3,169.9
Net Revenues After Gen. Rev. Debt Service	228.5	183.1	238.9	275.3	243.6	236.6	274.5	288.6	296.0	338.7	346.9	315.4	326.1	2,941.7
Less Reserve Maintenance Provisions	131.4	97.3	100.3	167.7	67.0	57.4	79.1	85.7	89.9	88.0	90.4	95.7	100.8	921.6
Less Junior Indebtedness Debt Service	47.4	23.1	46.7	63.0	107.5	108.7	123.5	129.6	131.3	168.2	170.7	132.2	135.9	1,270.5
Net Revenues After Jun. Ind. Debt Service	49.6	62.6	91.9	44.6	69.1	70.5	71.9	73.3	74.8	82.5	85.8	87.6	89.4	749.5
+/- Operating Reserves Adjustment/AETC Lag/Working Capital Provision	13.6	(2.5)	24.2	30.0	-	-	-	-	-	-	-	-	-	30.0
Less: Facil Cap Imp Fund	8.0	-	-	7.5	-	-	-	-	-	6.3	8.0	8.2	8.4	38.4
Less: General Reserve Fund [2]	41.9	59.1	64.6	66.6	69.1	70.5	71.9	73.3	74.8	76.3	77.8	79.4	81.0	740.6
Less: Gen Res Fund - Subordinate Debt	13.3	1.1	51.6	0.6	-	-	-	-	-	-	-	-	-	0.6
Balance After Reserve Maintenance Provisions, Other Authority Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Senior Debt Service Coverage	2.01	2.10	1.99	2.14	1.98	1.92	1.89	1.89	1.87	2.06	2.04	1.81	1.80	
Junior & Senior Coverage	1.66	1.84	1.67	1.70	1.38	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	
Pay go % ROS Capital	100.0%	12.0%	35.3%	57.6%	22.6%	11.3%	24.3%	26.7%	27.5%	26.4%	26.6%	27.6%	28.5%	

Note: Totals may not add due to rounding. No toll rate adjustments are assumed in these forecasts.

[1] In 2024 through 2031 additional revenues are needed to meet the minimum coverage requirements for both the Senior Lien and combined Senior Bonds and Junior Indebtedness Obligations. The Authority has a management commitment to a future minimum debt service coverage ratio of 1.55x for the Senior Lien, above the Board-adopted guideline of 1.50x. The Authority has a management commitment to a minimum debt service coverage ratio for combined Senior Bonds and Junior Indebtedness Obligations of 1.35x, higher than the Junior Indebtedness Resolution requirement of 1.2x coverage for the combined annual Senior Bond debt service and annual Junior Indebtedness Obligation debt service.

[2] The General Reserve Fund figures through 2024 reflect Thruway revenues required to reimburse the State of New York for costs associated with the New York State Police Troop T patrolling of the Thruway system.

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Table 8: Historical and Projected Thruway Flow of Funds and Debt Service Coverage with Proposed Toll Schedule (millions)

	ACTUAL			FORECAST										2022-2031
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Total Revenues	$ 812.1	$ 668.5	$ 826.5	$ 898.0	$ 889.6	$ 1,052.7	$ 1,095.3	$ 1,125.2	$ 1,184.1	$ 1,194.4	$ 1,204.0	$ 1,213.7	$ 1,223.4	$ 11,080.4
Gap Closing Revenues [1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Available Revenues	812.1	668.5	826.5	898.0	889.6	1,052.7	1,095.3	1,125.2	1,184.1	1,194.4	1,204.0	1,213.7	1,223.4	11,080.4
Less:														
Operating Expenses	350.9	316.6	339.8	379.4	396.5	404.4	412.5	420.8	429.2	437.8	446.6	455.5	464.6	4,247.3
Operating Reserves	6.0	2.0	6.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0
Total Operating Costs	356.8	318.6	346.3	380.4	397.5	405.4	413.5	421.8	430.2	438.8	447.6	456.5	465.6	4,257.3
Net Revenues	455.2	349.9	480.2	517.6	492.1	647.3	681.8	703.5	753.9	755.6	756.4	757.2	757.8	6,823.1
Less: Gen. Rev. Bonds Debt Service	226.8	166.8	241.3	242.3	248.6	256.7	298.7	305.9	312.0	284.3	291.4	344.1	355.6	2,939.5
Net Revenues After Gen. Rev. Debt Service	228.5	183.1	238.9	275.3	243.6	390.6	383.1	397.6	441.9	471.3	465.0	413.1	402.1	3,883.6
Less Reserve Maintenance Provisions	131.4	97.3	100.3	167.7	67.0	211.4	187.7	194.6	235.8	220.6	208.6	193.3	176.8	1,863.5
Less Junior Indebtedness Debt Service	47.4	23.1	46.7	63.0	107.5	108.7	123.5	129.6	131.3	168.2	170.7	132.2	135.9	1,270.5
Net Revenues After Jun. Ind. Debt Service	49.6	62.6	91.9	44.6	69.1	70.5	71.9	73.3	74.8	82.5	85.8	87.6	89.4	749.6
+/- Operating Reserves Adjustment/AETC Lag/Working Capital Provision	13.6	(2.5)	24.2	30.0	-	-	-	-	-	-	-	-	-	30.0
Less: Facil Cap Imp Fund	8.0	-	-	7.5	-	-	-	-	-	6.3	8.0	8.2	8.4	38.4
Less: General Reserve Fund [2]	41.9	59.1	64.6	66.6	69.1	70.5	71.9	73.3	74.8	76.3	77.8	79.4	81.0	740.6
Less: Gen Res Fund - Subordinate Debt	13.3	1.1	51.6	0.6	-	-	-	-	-	-	-	-	-	0.6
Balance After Reserve Maintenance Provisions, Other Authority Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Senior Debt Service Coverage	2.01	2.10	1.99	2.14	1.98	2.52	2.28	2.30	2.42	2.66	2.60	2.20	2.13	
Junior & Senior Coverage	1.66	1.84	1.67	1.70	1.38	1.77	1.61	1.62	1.70	1.67	1.64	1.59	1.54	
Pay go % ROS Capital	100.0%	12.0%	35.3%	57.6%	22.6%	40.4%	56.5%	60.0%	72.2%	66.3%	61.4%	55.8%	50.0%	

Notes: Totals may not add due to rounding.

[1] Through the year 2031, revenues generated with the toll adjustment will be sufficient to meet the minimum coverage requirements for both the Senior Lien and combined Senior Bonds and Junior Indebtedness Obligations. The Authority has a management commitment to a future minimum debt service coverage ratio of 1.55x for the Senior Lien, above the Board-adopted guideline of 1.50x. The Authority has a management commitment to a minimum debt service coverage ratio for combined Senior Bonds and Junior Indebtedness Obligations of 1.35x, higher than the Junior Indebtedness Resolution requirement of 1.2x coverage for the combined annual Senior Bond debt service and annual Junior Indebtedness Obligation debt service.

[2] The General Reserve Fund figures through 2024 reflect Thruway revenues required to reimburse the State of New York for costs associated with the New York State Police Troop T patrol.

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3.6 PROPOSED TOLL MODIFICATIONS AND SAMPLE TRIPS

3.6.1 Justification for Different Toll Modifications for Different Customers

Table 9 details the proposed toll modifications. The different elements of the toll modification can be grouped into two categories: GMMCB rates and system-wide rate adjustments. Justification to support each of these elements is discussed after the table.

Note that current discount plans discussed in Section 3.4 will remain; however, they typically cannot be combined. For example, Westchester/Rockland residents can have both the resident discount and the Green Pass discount associated with their E-ZPass transponder, but only the lowest fare will be charged. When they use the GMMCB, the resident discount will be applied as it is lower than the Green Pass discount rate. However, if the Green Pass discount rate is lower at locations other than the GMMCB, then the Green Pass rate will be applied.

Table 9: Proposed Toll Modifications

GOVERNOR MARIO M. CUOMO BRIDGE TOLL RATE ADJUSTMENTS	
Toll Modification Element	**Description**
Gov. Mario M. Cuomo (GMMCB) Bridge: Increase Base NY E-ZPass to a rate of $7.75 by 2027	Beginning on January 1, 2024, provide 50-cent annual increases to the base NY E-ZPass passenger toll rates on the GMMC Bridge during the period 2024-2027. This would result in a base NY E-ZPass rate for passenger vehicles increasing to $7.75 by 2027 (current rate is $5.75). Commercial rate increases would be proportionate to the passenger rate increases.
40% Commuter Discount Program*	Maintain the commuter discounted rate of 40 percent off the NY E-ZPass rate for passenger vehicles that opt into the program. Similar to today, the rates assume that a minimum of 20 trips are made in per month; if fewer than 20 trips are taken per month, customers are charged for each trip not taken. This program is only offered to class 2L vehicles with a New York E-ZPass.
Resident Discount Program*	Increase the resident discount E-ZPass Plan for qualified Westchester and Rockland residents from its current 17 percent discount to a 20 percent discount off the NY E-ZPass rate. This program is only offered to class 2L passenger vehicles with a NY E-ZPass who opt into the plan and provide proof of residency.
SYSTEM-WIDE TOLL RATE ADJUSTMENTS	
Incentivize NY E-ZPass Usage	Beginning on January 1, 2024, increase the current 30 percent Tolls by Mail rate differential (a toll rate 30 percent above the NY E-ZPass rate) to a 75 percent differential. With this change, NY E-ZPass customers will receive a 75% discount from the Tolls by Mail and Non-NY E-ZPass toll rates
Non-NY E-ZPass Rates	Beginning on January 1, 2024, increase the current Non-NY E-ZPass toll rate differential from a 15 percent rate differential (a toll rate 15 percent above the NY E-ZPass rate for Non-NY E-ZPass tolls) to a 75 percent differential. With this change, NY E-ZPass customers will receive a 75% discount from the Tolls by Mail and Non-NY E-ZPass toll rates.
NY E-ZPass Rates	On January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels.

**It should be noted that approximately 73.6 percent of passenger trips will pay a discounted rate compared to the Tolls by Mail rate and that roughly 30.9 percent of this traffic will be paying the discounted rates for the commuter and resident plans.*

Governor Mario M. Cuomo Bridge Toll Rate Adjustments

Increase NY E-ZPass by $0.50 per year in 2024 through 2027

Four annual incremental toll increases of $0.50 for the standard NY E-ZPass passenger car toll are proposed in January 2024 through January 2027, bringing the NY E-ZPass passenger car toll from its current rate of $5.75 to $7.75 over the four years.

This increase is warranted due to the $3.98 billion expense of the New NY Bridge Project, which replaced the old Tappan Zee Bridge with the new GMMCB. Design work for the GMMCB began in 2012, and construction was substantially completed in 2018, allowing both of its spans to fully open to traffic in September 2018. The Authority received funding in the form of a $1.6 billion TIFIA loan in December 2013 to be used specifically for the GMMCB, plus the remainder from toll revenue bonds and other sources. In 2012, the Authority had planned a toll modification; however, because of this funding the Authority was able to postpone it. Because the needs for the 2021-2022 toll increases were developed in 2019, before the start of the COVID-19 pandemic, and traffic and revenue have not returned to pre-pandemic forecasted levels, the 2021-2022 toll increases have not generated the revenue needed to cover debt service, operations and maintenance, and capital plan projects.

40% Commuter Discount Program

To diminish the impact on commuters, passenger car customers participating in the Commuter Plan will continue to receive a 40 percent discount if at least 20 trips are made in a month in the tolled direction (eastbound). Commuter Plan customers pay a monthly amount equal to 20 times the commuter rate; if a customer makes more than 20 trips, they are charged the commuter rate for each. The Commuter Plan will continue to save money over the standard NY E-ZPass rate for participating customers that make at least 12 eastbound trips per month across the GMMCB.

Resident Discount Program

Residents of Westchester and Rockland Counties who can provide proof of residency are eligible to participate in the Resident Plan, which began in 2021. Passenger cars who opted into this plan have not seen a toll increase since 2010; during the last set of toll modifications in 2021-2022 the Authority froze their rate at $4.75, or 17 percent below the standard NY E-ZPass rate on the Bridge. To diminish the impact on these local customers, the Authority proposes to increase its GMMCB Resident Plan discount from 17 percent to 20 percent off the standard NY E-ZPass rate.

System-Wide Toll Rate Adjustments

Incentivize NY E-ZPass Usage

Processing of E-ZPass transactions is less expensive to the Authority than Tolls by Mail transactions, which incur higher costs due to image processing (some of it manual), DMV lookups, establishment of temporary accounts, printing and mailing of bills, and other expenses. To incentivize Thruway customers to get a NY E-ZPass, beginning on January 1, 2024 a 75 percent rate differential (a toll rate 75 percent above the NY E-ZPass rate) would be established for Tolls by Mail and non-NY E-ZPass toll rates to support the higher administrative costs associated with processing these transactions.

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NY E-ZPass and Non-NY E-ZPass Rates

NY E-ZPass customers make the vast majority of trips on the Thruway System. On all facilities other than the GMMCB, NY E-ZPass rates have not been increased since 2010. Meanwhile, the consumer price index has increased by 39 percent between January 2010 and March 2023,[1] which means that there have been corresponding increases to Authority expenses for Thruway System operations, maintenance, and capital projects. While toll modifications are necessary, the Authority would like to reduce any hardship on its local and frequent customers by establishing a lower set of toll increases for NY E-ZPass customers of 5 percent in 2024 and 5 percent in 2027 on all facilities except the GMMCB.

Beginning on January 1, 2024, a 75 percent rate differential (a toll rate 75 percent above the NY E-ZPass rate) would be established for out-of-state (non-NY Customer Service Center) E-ZPass customers, who are generally infrequent users of the Thruway's facilities. It should be noted that anyone can establish a NY E-ZPass account regardless of state of residency and, by doing so, be subject to the lower NY E-ZPass rates.

3.6.2 Current and Proposed Rates by Location, Class, and Payment Type

Table 10 provides the current and proposed toll rates at the GMMCB by vehicle class and payment type. Proposed toll modifications will occur annually on January 1 in the years 2024 through 2027.

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[1] https://www.bls.gov/data/inflation_calculator.htm

Table 10: Comparison of Existing and Proposed Tolls on the Governor Mario M. Cuomo Bridge

Current Toll Rates, Gov. Mario M Cuomo Bridge (2022)

Vehicle Class	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Toll By Mail
Commuter	$3.45	$3.45		
Resident	$4.75	$4.75		
2L	$5.75	$5.75	$6.61	$7.48
3L	$13.92	$6.96	$16.01	$18.10
4L	$16.64	$8.32	$19.14	$21.64
2H	$17.86	$8.93	$20.53	$23.21
3H	$25.12	$12.56	$28.89	$32.65
4H	$29.96	$14.98	$34.45	$38.95
5H	$55.77	$27.89	$64.14	$72.51
6H	$69.82	$34.91	$80.30	$90.77
7H	$83.87	$41.94	$96.45	$109.03

Proposed 1/1/24 Toll Rates, Gov. Mario M Cuomo Bridge

Vehicle Class	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Toll By Mail
Commuter	$3.75	$3.75		
Resident	$5.00	$5.00		
2L	$6.25	$6.25	$10.94	$10.94
3L	$15.13	$7.57	$26.48	$26.48
4L	$18.09	$9.05	$31.66	$31.66
2H	$19.41	$9.71	$33.97	$33.97
3H	$27.30	$13.65	$47.78	$47.78
4H	$32.57	$16.29	$57.00	$57.00
5H	$60.62	$30.31	$106.09	$106.09
6H	$75.89	$37.95	$132.81	$132.81
7H	$91.16	$45.58	$159.53	$159.53

Proposed 1/1/25 Toll Rates, Gov. Mario M Cuomo Bridge

Vehicle Class	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Toll By Mail
Commuter	$4.05	$4.05		
Resident	$5.40	$5.40		
2L	$6.75	$6.75	$11.81	$11.81
3L	$16.34	$8.17	$28.60	$28.60
4L	$19.54	$9.77	$34.20	$34.20
2H	$20.96	$10.48	$36.68	$36.68
3H	$29.48	$14.74	$51.59	$51.59
4H	$35.18	$17.59	$61.57	$61.57
5H	$65.47	$32.74	$114.57	$114.57
6H	$81.96	$40.98	$143.43	$143.43
7H	$98.45	$49.23	$172.29	$172.29

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Proposed 1/1/26 Toll Rates, Gov. Mario M Cuomo Bridge

Vehicle Class	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Toll By Mail
Commuter	$4.35	$4.35		
Resident	$5.80	$5.80		
2L	$7.25	$7.25	$12.69	$12.69
3L	$17.55	$8.78	$30.71	$30.71
4L	$20.99	$10.50	$36.73	$36.73
2H	$22.51	$11.26	$39.39	$39.39
3H	$31.66	$15.83	$55.41	$55.41
4H	$37.79	$18.90	$66.13	$66.13
5H	$70.32	$35.16	$123.06	$123.06
6H	$88.03	$44.02	$154.05	$154.05
7H	$105.74	$52.87	$185.05	$185.05

Proposed 1/1/27 Toll Rates, Gov. Mario M Cuomo Bridge

Vehicle Class	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Toll By Mail
Commuter	$4.65	$4.65		
Resident	$6.20	$6.20		
2L	$7.75	$7.75	$13.56	$13.56
3L	$18.76	$9.38	$32.83	$32.83
4L	$22.44	$11.22	$39.27	$39.27
2H	$24.06	$12.03	$42.11	$42.11
3H	$33.84	$16.92	$59.22	$59.22
4H	$40.40	$20.20	$70.70	$70.70
5H	$75.17	$37.59	$131.55	$131.55
6H	$94.10	$47.05	$164.68	$164.68
7H	$113.03	$56.52	$197.80	$197.80

Table 11 shows the proposed toll rates for the rest of the Thruway by vehicle class and payment type. Two base toll rate increases of 5 percent for NY E-ZPass customers using these facilities would occur on January 1, 2024 and on January 1, 2027. For Tolls by Mail and non-NY E-ZPass customers, a proposed toll increase of 75 percent above the 2024 base toll rate would occur on January 1, 2024 (currently, these rates are 30 percent and 15 percent above the base toll rate, respectively). These proposed 2024 toll modifications for Tolls by Mail and non-NY E-ZPass customers equate to increases of 42 percent and 60 percent, respectively. The proposed 2027 toll increase of 5 percent over the 2024 rate applies to all customers regardless of payment type.

Table 11: Comparison of Existing and Proposed Tolls on the Remainder of the Thruway

Current rates New York E-ZPass customers

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY	
							PEAK	OFF PEAK
2L	$0.0447	$0.62	$0.95	$1.19	$1.19	$1.66	$0.00	$0.00
3L	$0.0692	$0.86	$1.43	$1.43	$1.43	$2.38	$3.00	$1.50
4L	$0.0821	$1.00	$1.66	$1.66	$1.66	$2.85	$4.50	$2.25
2H	$0.0886	$1.05	$1.90	$1.90	$1.90	$3.33	$5.25	$2.63
3H	$0.1524	$1.47	$2.14	$2.61	$2.14	$4.04	$8.25	$4.13
4H	$0.1680	$1.90	$2.61	$2.85	$2.61	$4.75	$8.25	$4.13
5H	$0.2271	$2.57	$4.04	$4.04	$4.04	$7.60	$13.50	$6.75
6H	$0.2815	$3.09	$4.28	$4.75	$4.28	$8.31	$14.75	$7.38
7H	$0.3359	$3.66	$4.75	$5.46	$4.75	$9.26	$16.50	$8.25

Current rates Non New York E-ZPass customers

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0514	$0.71	$1.09	$1.37	$1.37	$1.91	$0.00
3L	$0.0796	$0.99	$1.64	$1.64	$1.64	$2.73	$3.45
4L	$0.0944	$1.15	$1.91	$1.91	$1.91	$3.28	$5.18
2H	$0.1019	$1.21	$2.19	$2.19	$2.19	$3.82	$6.04
3H	$0.1753	$1.69	$2.46	$3.00	$2.46	$4.64	$9.49
4H	$0.1932	$2.19	$3.00	$3.28	$3.00	$5.46	$9.49
5H	$0.2612	$2.96	$4.64	$4.64	$4.64	$8.74	$15.53
6H	$0.3237	$3.55	$4.92	$5.46	$4.92	$9.56	$16.96
7H	$0.3863	$4.21	$5.46	$6.28	$5.46	$10.65	$18.98

Current rates Toll By Mail customers

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0581	$0.81	$1.24	$1.54	$1.54	$2.16	$0.00
3L	$0.0900	$1.12	$1.85	$1.85	$1.85	$3.09	$3.90
4L	$0.1067	$1.30	$2.16	$2.16	$2.16	$3.71	$5.85
2H	$0.1152	$1.37	$2.47	$2.47	$2.47	$4.32	$6.83
3H	$0.1981	$1.91	$2.78	$3.40	$2.78	$5.25	$10.73
4H	$0.2184	$2.47	$3.40	$3.71	$3.40	$6.18	$10.73
5H	$0.2952	$3.34	$5.25	$5.25	$5.25	$9.88	$17.55
6H	$0.3660	$4.02	$5.56	$6.18	$5.56	$10.81	$19.18
7H	$0.4367	$4.76	$6.18	$7.10	$6.18	$12.04	$21.45

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Proposed rates New York E-ZPass customers 1/1/24

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY	
							PEAK	OFF PEAK
2L	$0.0469	$0.65	$1.00	$1.25	$1.25	$1.74	$0.00	$0.00
3L	$0.0727	$0.90	$1.50	$1.50	$1.50	$2.50	$3.15	$1.58
4L	$0.0862	$1.05	$1.74	$1.74	$1.74	$2.99	$4.73	$2.37
2H	$0.0930	$1.10	$2.00	$2.00	$2.00	$3.50	$5.51	$2.76
3H	$0.1600	$1.54	$2.25	$2.74	$2.25	$4.24	$8.66	$4.33
4H	$0.1764	$2.00	$2.74	$2.99	$2.74	$4.99	$8.66	$4.33
5H	$0.2385	$2.70	$4.24	$4.24	$4.24	$7.98	$14.18	$7.09
6H	$0.2956	$3.24	$4.49	$4.99	$4.49	$8.73	$15.49	$7.75
7H	$0.3527	$3.84	$4.99	$5.73	$4.99	$9.72	$17.33	$8.67

Proposed rates Non New York E-ZPass customers 1/1/24

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0821	$1.14	$1.75	$2.19	$2.19	$3.05	$0.00
3L	$0.1272	$1.58	$2.63	$2.63	$2.63	$4.38	$5.51
4L	$0.1509	$1.84	$3.05	$3.05	$3.05	$5.23	$8.28
2H	$0.1628	$1.93	$3.50	$3.50	$3.50	$6.13	$9.64
3H	$0.2800	$2.70	$3.94	$4.80	$3.94	$7.42	$15.16
4H	$0.3087	$3.50	$4.80	$5.23	$4.80	$8.73	$15.16
5H	$0.4174	$4.73	$7.42	$7.42	$7.42	$13.97	$24.82
6H	$0.5173	$5.67	$7.86	$8.73	$7.86	$15.28	$27.11
7H	$0.6172	$6.72	$8.73	$10.03	$8.73	$17.01	$30.33

Proposed rates Toll By Mail customers 1/1/24

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0821	$1.14	$1.75	$2.19	$2.19	$3.05	$0.00
3L	$0.1272	$1.58	$2.63	$2.63	$2.63	$4.38	$5.51
4L	$0.1509	$1.84	$3.05	$3.05	$3.05	$5.23	$8.28
2H	$0.1628	$1.93	$3.50	$3.50	$3.50	$6.13	$9.64
3H	$0.2800	$2.70	$3.94	$4.80	$3.94	$7.42	$15.16
4H	$0.3087	$3.50	$4.80	$5.23	$4.80	$8.73	$15.16
5H	$0.4174	$4.73	$7.42	$7.42	$7.42	$13.97	$24.82
6H	$0.5173	$5.67	$7.86	$8.73	$7.86	$15.28	$27.11
7H	$0.6172	$6.72	$8.73	$10.03	$8.73	$17.01	$30.33

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Proposed rates New York E-ZPass customers 1/1/27

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY	
							PEAK	OFF PEAK
2L	$0.0492	$0.68	$1.05	$1.31	$1.31	$1.83	$0.00	$0.00
3L	$0.0763	$0.95	$1.58	$1.58	$1.58	$2.63	$3.31	$1.66
4L	$0.0905	$1.10	$1.83	$1.83	$1.83	$3.14	$4.97	$2.49
2H	$0.0977	$1.16	$2.10	$2.10	$2.10	$3.68	$5.79	$2.90
3H	$0.1680	$1.62	$2.36	$2.88	$2.36	$4.45	$9.09	$4.55
4H	$0.1852	$2.10	$2.88	$3.14	$2.88	$5.24	$9.09	$4.55
5H	$0.2504	$2.84	$4.45	$4.45	$4.45	$8.38	$14.89	$7.45
6H	$0.3104	$3.40	$4.71	$5.24	$4.71	$9.17	$16.26	$8.13
7H	$0.3703	$4.03	$5.24	$6.02	$5.24	$10.21	$18.20	$9.10

Proposed rates Non New York E-ZPass customers 1/1/27

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0861	$1.19	$1.84	$2.29	$2.29	$3.20	$0.00
3L	$0.1335	$1.66	$2.77	$2.77	$2.77	$4.60	$5.79
4L	$0.1584	$1.93	$3.20	$3.20	$3.20	$5.50	$8.70
2H	$0.1710	$2.03	$3.68	$3.68	$3.68	$6.44	$10.13
3H	$0.2940	$2.84	$4.13	$5.04	$4.13	$7.79	$15.91
4H	$0.3241	$3.68	$5.04	$5.50	$5.04	$9.17	$15.91
5H	$0.4382	$4.97	$7.79	$7.79	$7.79	$14.67	$26.06
6H	$0.5432	$5.95	$8.24	$9.17	$8.24	$16.05	$28.46
7H	$0.6480	$7.05	$9.17	$10.54	$9.17	$17.87	$31.85

Proposed rates Toll By Mail customers 1/1/27

	MAINLINE (PER MILE)	Castleton Bridge Surcharge	GRAND ISLAND BRIDGES	HARRIMAN	YONKERS	NEW ROCHELLE	SPRING VALLEY
2L	$0.0861	$1.19	$1.84	$2.29	$2.29	$3.20	$0.00
3L	$0.1335	$1.66	$2.77	$2.77	$2.77	$4.60	$5.79
4L	$0.1584	$1.93	$3.20	$3.20	$3.20	$5.50	$8.70
2H	$0.1710	$2.03	$3.68	$3.68	$3.68	$6.44	$10.13
3H	$0.2940	$2.84	$4.13	$5.04	$4.13	$7.79	$15.91
4H	$0.3241	$3.68	$5.04	$5.50	$5.04	$9.17	$15.91
5H	$0.4382	$4.97	$7.79	$7.79	$7.79	$14.67	$26.06
6H	$0.5432	$5.95	$8.24	$9.17	$8.24	$16.05	$28.46
7H	$0.6480	$7.05	$9.17	$10.54	$9.17	$17.87	$31.85

3.6.3 Sample Trips with Proposed Toll Adjustments

A comparison of the proposed tolls with those currently in effect is shown in Table 12 for some common trips on the controlled system. Separate comparisons are shown for passenger cars charged through NY E-ZPass, non-NY E-ZPass, and Tolls by Mail. The rates shown are the average for a round trip between the locations noted.

For commercial vehicles, the comparisons are made for large tractor-trailer combination trips (Class 5H). The amounts shown for these vehicles do not include the existing volume discount, which will be maintained with the proposed adjustments.

Table 12: Typical Changes in Tolls and Rates per Mile – Sample Trips

Sample Trip / Vehicle Class	Current (2022) Rates			Proposed (Jan 2024)			Proposed (Jan 2027)			Total '22-'27 Rate Change			Total '22-'27 Per Mile Change		
	NY E-ZPass	Non-NY E-ZPass	TBM	NY E-ZPass	Non-NY E-ZPass	TBM	NY E-ZPass	Non-NY E-ZPass	TBM	NY E-ZPass	Non-NY E-ZPass	TBM	NY E-ZPass	Non-NY E-ZPass	TBM
Woodbury (15) to Newburgh (17)															
Passenger Car (2L)	$ 1.33	$ 1.52	$ 1.72	$ 1.39	$ 2.44	$ 2.44	$ 1.46	$ 2.55	$ 2.55	$ 0.13	$ 1.03	$ 0.83	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 6.74	$ 7.75	$ 8.76	$ 7.07	$ 12.38	$ 12.38	$ 7.43	$ 13.00	$ 13.00	$ 0.69	$ 5.25	$ 4.24	$ 0.023	$ 0.177	$ 0.143
Woodbury (15) to Albany (24)															
Passenger Car (2L)	$ 5.25	$ 6.04	$ 6.83	$ 5.51	$ 9.64	$ 9.64	$ 5.77	$ 10.11	$ 10.11	$ 0.52	$ 4.07	$ 3.28	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 26.67	$ 30.67	$ 34.67	$ 28.01	$ 49.01	$ 49.01	$ 29.40	$ 51.46	$ 51.46	$ 2.73	$ 20.79	$ 16.79	$ 0.023	$ 0.177	$ 0.143
Albany-Downtown (23) to Schenectady (25)															
Passenger Car (2L)	$ 0.54	$ 0.62	$ 0.70	$ 0.56	$ 0.98	$ 0.98	$ 0.58	$ 1.02	$ 1.02	$ 0.04	$ 0.40	$ 0.32	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 2.70	$ 3.11	$ 3.52	$ 2.84	$ 4.97	$ 4.97	$ 2.98	$ 5.22	$ 5.22	$ 0.28	$ 2.11	$ 1.70	$ 0.023	$ 0.177	$ 0.143
Albany-Northway (24) to Schenectady (25)															
Passenger Car (2L)	$ 0.27	$ 0.31	$ 0.35	$ 0.28	$ 0.49	$ 0.49	$ 0.29	$ 0.51	$ 0.51	$ 0.02	$ 0.20	$ 0.16	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 1.35	$ 1.56	$ 1.76	$ 1.42	$ 2.49	$ 2.49	$ 1.49	$ 2.61	$ 2.61	$ 0.14	$ 1.05	$ 0.85	$ 0.023	$ 0.177	$ 0.143
Verona (33) to Syracuse (34A)															
Passenger Car (2L)	$ 1.07	$ 1.23	$ 1.39	$ 1.12	$ 1.96	$ 1.96	$ 1.17	$ 2.06	$ 2.06	$ 0.10	$ 0.83	$ 0.67	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 5.42	$ 6.23	$ 7.05	$ 5.69	$ 9.96	$ 9.96	$ 5.98	$ 10.46	$ 10.46	$ 0.56	$ 4.23	$ 3.41	$ 0.023	$ 0.177	$ 0.143
Canandaigua (44) to Rochester (45)															
Passenger Car (2L)	$ 0.17	$ 0.20	$ 0.22	$ 0.18	$ 0.32	$ 0.32	$ 0.19	$ 0.33	$ 0.33	$ 0.02	$ 0.13	$ 0.11	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 0.88	$ 1.01	$ 1.14	$ 0.92	$ 1.61	$ 1.61	$ 0.97	$ 1.69	$ 1.69	$ 0.09	$ 0.68	$ 0.55	$ 0.023	$ 0.177	$ 0.143
Depew (49) to Williamsville (50)															
Passenger Car (2L)	$ 0.14	$ 0.16	$ 0.18	$ 0.14	$ 0.25	$ 0.25	$ 0.15	$ 0.26	$ 0.26	$ 0.01	$ 0.10	$ 0.08	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 0.70	$ 0.80	$ 0.91	$ 0.73	$ 1.28	$ 1.28	$ 0.77	$ 1.35	$ 1.35	$ 0.07	$ 0.55	$ 0.44	$ 0.023	$ 0.177	$ 0.143
Albany-Northway (24) to Williamsville (50)															
Passenger Car (2L)	$ 12.18	$ 14.02	$ 15.84	$ 12.78	$ 22.37	$ 22.37	$ 13.41	$ 23.46	$ 23.46	$ 1.23	$ 9.44	$ 7.62	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 61.87	$ 71.16	$ 80.42	$ 64.96	$ 113.72	$ 113.72	$ 68.23	$ 119.39	$ 119.39	$ 6.36	$ 48.23	$ 38.97	$ 0.023	$ 0.177	$ 0.143
Lackawanna (55) to Ripley (61)															
Passenger Car (2L)	$ 2.97	$ 3.42	$ 3.87	$ 3.12	$ 5.46	$ 5.46	$ 3.27	$ 5.73	$ 5.73	$ 0.30	$ 2.31	$ 1.86	$ 0.005	$ 0.035	$ 0.028
Tractor Trailer (5H)	$ 15.11	$ 17.38	$ 19.64	$ 15.87	$ 27.77	$ 27.77	$ 16.66	$ 29.15	$ 29.15	$ 1.55	$ 11.77	$ 9.51	$ 0.023	$ 0.177	$ 0.143

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3.7 COMPARISON OF PROPOSED THRUWAY TOLL RATES TO OTHER REGIONAL TOLL FACILITIES

3.7.1 Toll Rate Comparison

Figure 2 and Figure 3 compare toll rates on a number of major toll crossings in the northeast, all of which carry 25,000 or more vehicles daily. Both current and proposed 2024 rates are shown for the GMMCB. Of note is that GMMCB current and proposed 2024 car tolls are below current rates on other metro New York crossings comparable to the GMMCB and reasonable when compared to other major crossings on the interstate highway system. The current and proposed 2024 peak rates for 5-axle trucks are also comparable to that of other regional facilities. Nearly 90 percent of the GMMCB commercial vehicles with a NY E-ZPass travel during off-peak periods, paying a reduced rate as low as half of the standard rate. In addition to the lower off-peak rates, many vehicles further reduce the average toll rate paid through participation in the commercial volume discount program. These reductions in the effective rate make the current and proposed GMMCB commercial toll rates considerably lower than those on other metro New York tolled crossings. It is also important to note that it is highly likely that most of the locations shown will also see toll increases over the next several years. For example, MTA Bridges and Tunnels, which operates the Verrazano-Narrows, RFK, Whitestone, and Throgs Neck Bridges has had five toll increases - a toll increase every two years - since 2013, and has proposed another increase in 2025. The Port Authority which operates all the crossings between NY and NJ has mandated inflation-based toll increases. The Delaware River Joint Toll Bridge Commission is also planning a toll increase for 2024.

Figure 2: Round Trip Toll Rates on Major Toll Crossings in the Northeast, Passenger Cars

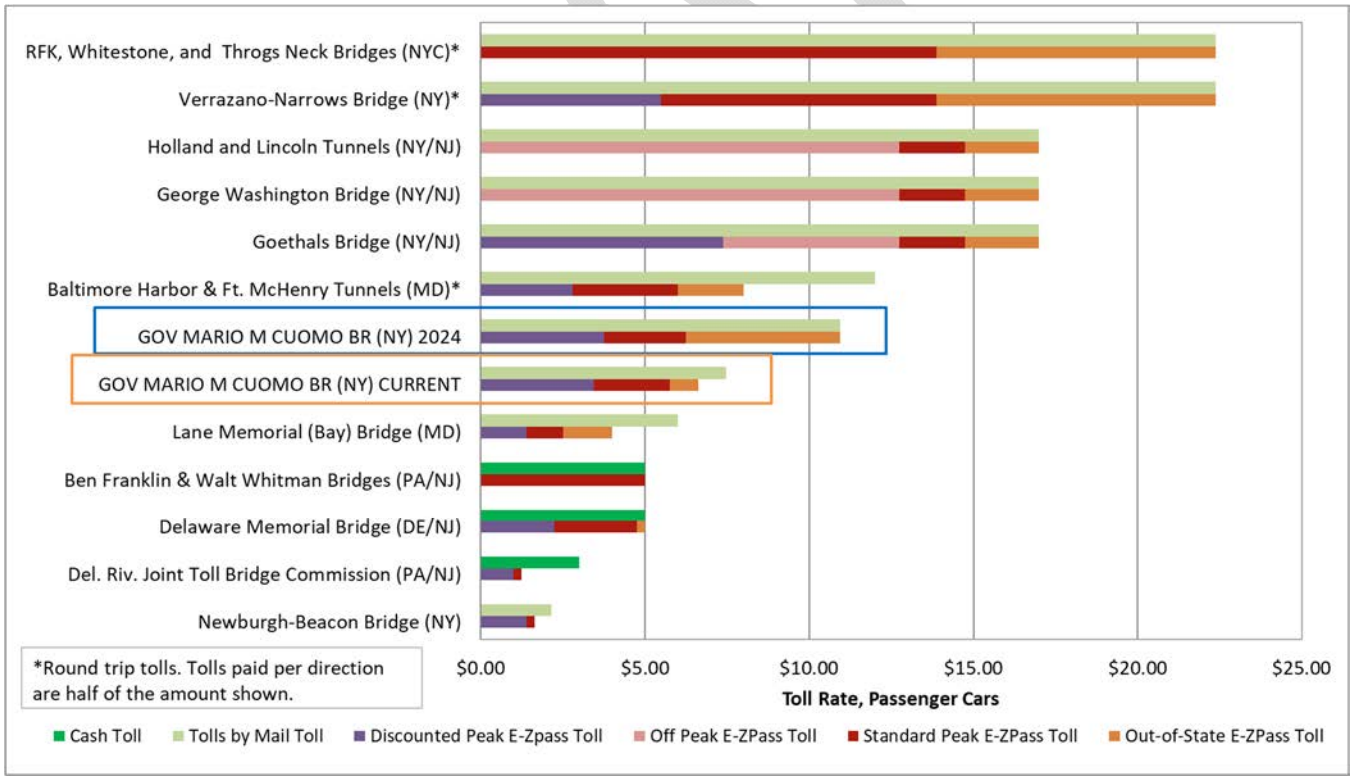

Figure 3: Round Trip Toll Rates on Major Toll Crossings in the Northeast, 5-Axle Trucks

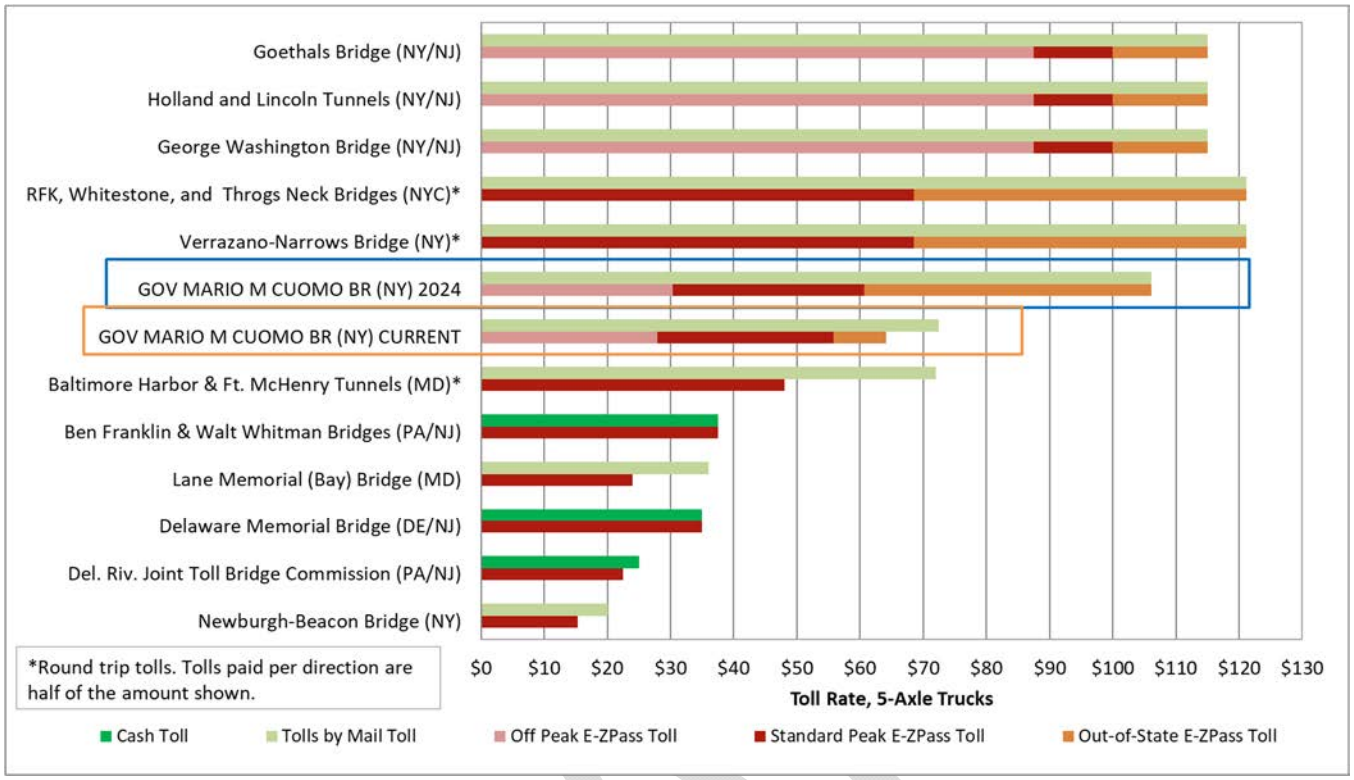

Figure 4 and Figure 5 compare the current and proposed 2024 Thruway controlled system toll rates per mile to current rates on a number of major toll roads in the northeastern quadrant of the United States. Rates for Tolls by Mail, in-state standard E-ZPass, and out-of-state E-ZPass are shown. Note the comparatively low per-mile passenger car toll rates proposed for the Thruway's controlled system when compared to other toll facilities, as shown in Figure 4.

The current and proposed 5-axle truck rates, as seen in Figure 5, are also comparatively low on the Thruway relative to current rates on other regional facilities and will be effectively lower than the rate shown due to the commercial volume discount program.

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Figure 4: Peak Toll Rates Per-Mile on Toll Roads in the Northeastern Quadrant of U.S., Passenger Cars

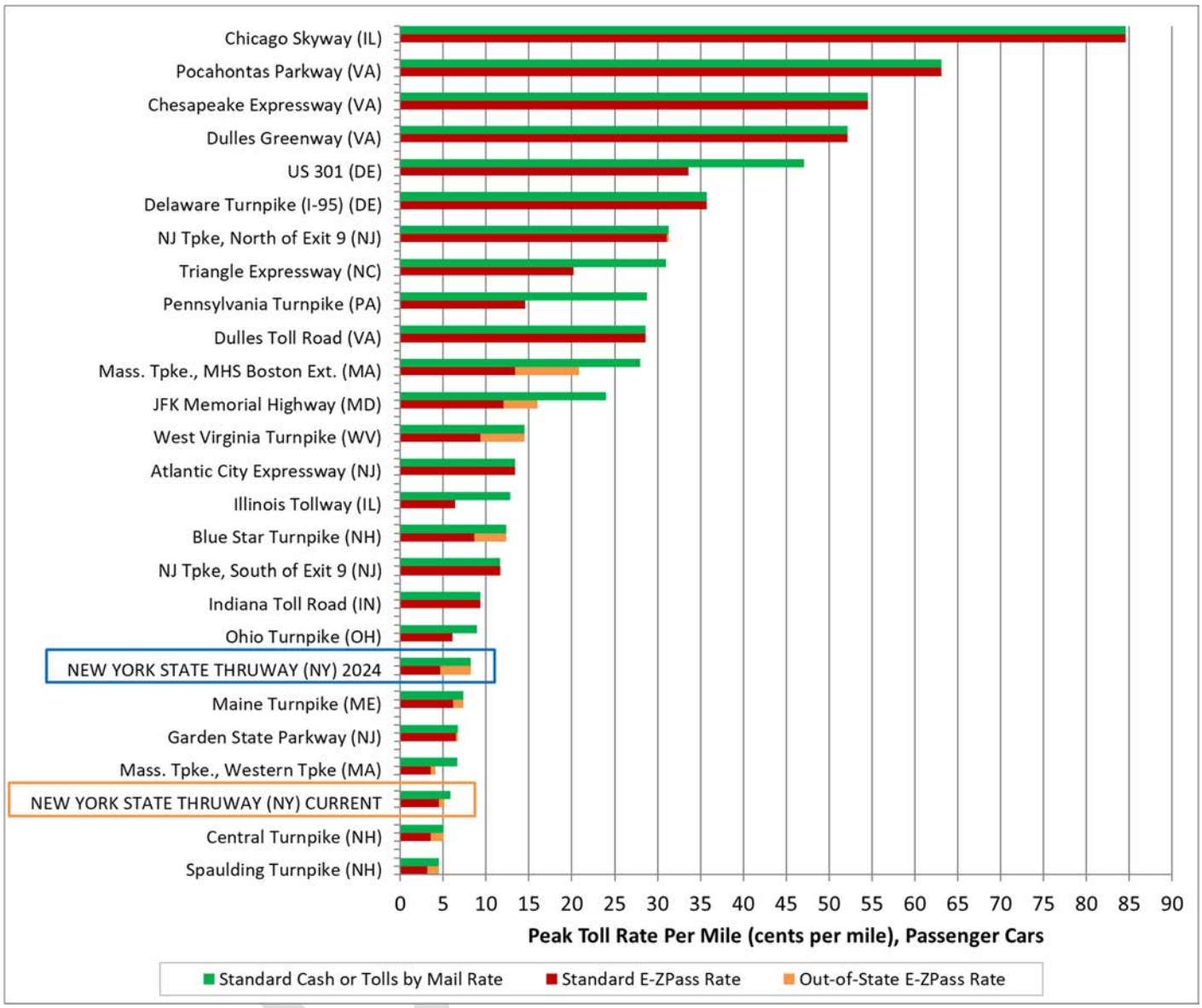
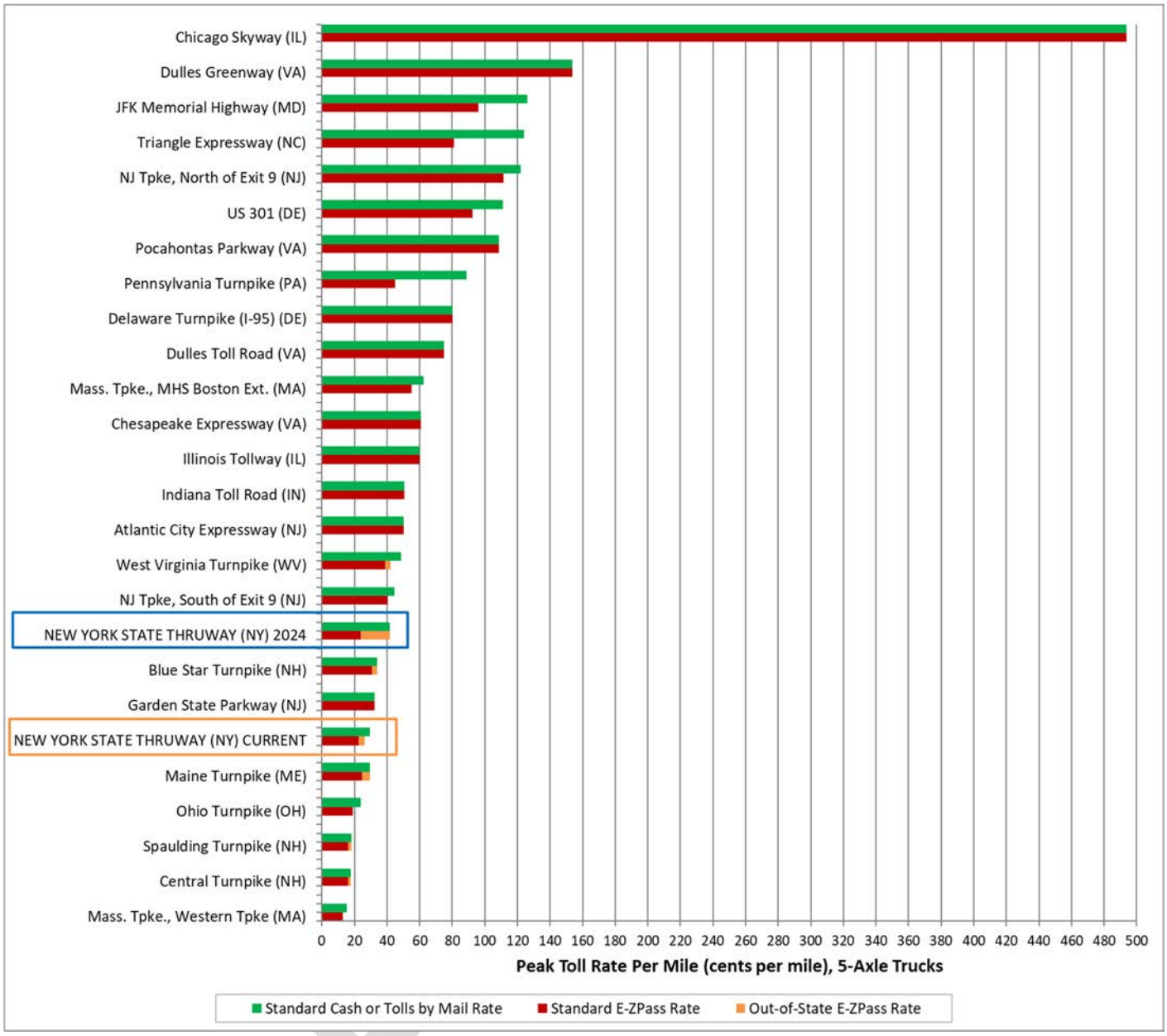


Figure 5: Peak Toll Rates Per-Mile on Toll Roads in the Northeastern Quadrant of U.S, 5-Axle Trucks



3.7.2 Comparison of Tolls by Mail Charges

Table 13 compares premiums charged for Tolls by Mail among cashless tolling facilities nationwide. Current and proposed 2024 premiums at Thruway facilities are shown. With the toll modification, the current 30 percent premium on the standard NY E-ZPass rate is proposed would be increased to 75 percent for Tolls by Mail customers at Authority facilities, which is still comparable to other cashless toll facilities nationwide. Note that the proposed premium will remain at 75 percent throughout the 2024-2027 toll increase period and thereafter.

Table 13: Comparison of Tolls by Mail Premiums on Cashless Tolling Facilities Nationwide

Facility or Agency	TBM Toll Rate Premium (% and $ amount)	
CASHLESS TOLL CROSSINGS		
Bay Area Tolling Authority (CA)	0%	$0.00
Golden Gate Br. (CA)	12%	$1.00
Port Authority of NY&NJ Crossings	15%	$2.25
Gov. Mario M. Cuomo Br. - Current	30%	$1.73
NYSBA Bridges (NY)	30%	$0.50
MassDOT Crossings (MA)	37%/24%	$0.30
Tacoma Narrows Br. (WA)	44%	$2.00
RITBA's Newport Pell Bridge (RI)	50%	$2.00
Sanibel Causeway (FL)	50%	$3.00
MTA Major Bridges & Tunnels (NY)	55%	$3.62
Gov. Mario M. Cuomo Br. - Recommended 2024 Rate	75%	$4.69
RiverLink crossings (KY/IN)	100%	$2.40
MTA Cross Bay and Marine Parkway Bridges (NY)	108%	$2.64
South Norfolk Jordan Br. (VA)	132%	$3.96
MDTA crossings	100%-140%	$3.50-$6.00
DRJTBC's Scudder Falls Bridge (PA/NJ)	140%	$1.75
Midpoint and Cape Coral Bridges (FL)	150%	$3.00
MTA Henry Hudson Br. (NY)	150%	$4.50
SR 520 Br. (WA)	47%-160%	$2.00
Elizabeth River Tunnel (VA)	299%/250%	$4.18
CASHLESS TOLL ROADS		
Northwest Parkway (CO) (mainline)	20%	$1.00
Tampa-Hillsborough Expwy Auth (FL) (full length)	25%	$1.08
Florida Turnpike - cashless facilities	25% (avg.)	varies
NYS Thruway Mainline (full length) - Current	30%	$6.14
Western Turnpike (MA) (full length)	33%	$3.00 ($0.30 per gantry)
Transportation Corridor Agencies (CA)	0-36%	$0-$2.40 per gantry
U.S. Route 301 (DE) (full length)	40%	$1.60
Intercounty Connector (MD) (full length)	50%	$1.92 (peak)
Central Texas Regional Mobility Authority Facilities (TX)	50%	$0.34-$0.91 per gantry
Central Texas Turnpike System Facilities (TX)	50%	$0.28-$1.03 per gantry
Triangle Expy (NC) (full length)	53%	$2.03
E-470 (CO) (full length)	59%	$8.30
I-95 Express Toll Lanes (MD)	65%	$1.00
NYS Thruway Mainline (full length) - Recommended 2024 Rate	75%	$16.07
North TX Toll Authority NTTA (TX)	50-90%	$0.28-$1.19 per gantry
Illinois Tollway I-88 (full length)	100%	$5.10
Miami-Dade Expressway (FL)	100%	$0.23-$0.66 per gantry
Pennsylvania Tpke Mainline (full length) (PA)	103%	$52.00
Kilpatrick Turnpike (OK) (full length)	108%	$2.75
Boston Extension (MA) (full length)	109%	$0.90 ($0.30 per gantry)

Notes: Proposed 75 percent premium at Thruway facilities applied in 2024 will remain throughout the forecast period.
TBM = Tolls by Mail.

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The Authority currently assess a $2 per-bill administrative surcharge for Tolls by Mail trips to offset printing and mailing costs; no change to this is proposed. A comparison of billing surcharges among cashless facilities is shown in Table 14. The Authority charges a reasonable administrative surcharge per bill when compared to other agencies.

Table 14: Comparison of Administrative Per-Bill Surcharges at Cashless Toll Facilities

Tolling Authority	Administrative Surcharge per Billing Statement
MassDOT	$0.60
Northwest Parkway (CO)	$0.80
Central TX Regional Mobility Authority	$1.00 (in state)/$2.00 (out of state)
Central TX Turnpike System	$1.15
New York State Thruway Authority	$2.00
Florida's Turnpike	$2.50
Tampa-Hillsborough Expwy Authority (FL)	$2.50
Miami-Dade Expressway (FL)	$3.00

4.0 DIVERSION ANALYSIS

This chapter discusses the process and factors that informed the development of estimated diversion percentages and toll rate elasticities resulting from the proposed toll modifications. The analysis includes a best route analysis using estimates of the value of time ("VOT").

4.1 TOLL ELASTICITY

Toll elasticity is the measure of the change in traffic on a toll facility in relation to the change in toll rate. It is expressed numerically as the change of traffic at a toll facility if there were a 100 percent toll increase. For example, an elasticity of -0.05 means that five percent of the vehicles would no longer use the facility when tolls are doubled.

Typically, toll elasticities for a given toll facility are inferred from data from previous toll increases on that facility. In cases where data for a given facility is unavailable, it is typical to refer to data for other similar or regional facilities, or facilities with similar availability of alternative routes, as well as general industry statistics.

4.1.1 Review of Historical Traffic Data

Toll traffic on the Thruway is measured in transactions, or the number of vehicles counted through the tolling points. We have reviewed the more than forty years of toll transaction data to examine the historical trends, including the impacts of toll modifications, changes to the system, and other factors.

The Thruway Authority has modified toll rates several times in the past two decades. The most recent toll increases occurred in 2021 and 2022, 9 months and 21 months into the COVID-19 pandemic, respectively, when traffic was in a state of recovery. Additionally, the controlled system was converted to AET about six weeks before the 2021 toll increase, with changes to many of the toll collection points, resulting in a large jump in mainline toll transactions (a trip on the controlled system was counted as one transaction before the conversion; now up to twelve transactions may be incurred depending on the number of tolling segments traveled). These factors made it impossible to isolate the impacts of the recent toll modifications.

Increases in 2008, 2009, and 2010 were of a comparatively small magnitude of between 5 and 10 percent. Those increases also occurred during a period of great economic distress, when both passenger and commercial traffic

levels were in a decline, nationally. As such, it was not possible to isolate the effect of the toll modifications on traffic during the three-year period.

As part of the 2005 toll modification, there was a general change in the vehicle class structure. The simplification reduced the number of basic vehicle classes from 43 to 9 based on height and number of axles; in addition, some larger trucks that once counted as two tolls were now counted as one. The change in class structure and subsequent change in the reporting of trips resulted in a reported reduction of toll transactions that was greater than the actual loss of traffic.

Prior to the 2005 toll modification, the Thruway has generally seen relatively small reactions to toll modifications, and most of the larger periods of traffic reduction have stemmed from recessions and other factors, such as conversion to one-way tolling or removal of toll locations. Oftentimes, toll modifications overlap with periods of economic recession. Figure 6 shows historical toll transactions on the entire Thruway overlaid with toll increases and recessions. As illustrated in the figure, most of the decreases in toll transactions overlap with either recessions or the removal of tolls, and therefore lower tolled transaction counts were recorded. Reductions in traffic related to toll increases, alone, appear to be small. Note that the large jump in transactions seen in 2021 was due to cashless conversion of the controlled system where there may now be multiple transactions per trip. The figure shows an adjusted transactions line to account for this; it converts the new cashless system transactions to equivalent pre-cashless system transactions to better represent overall traffic growth.

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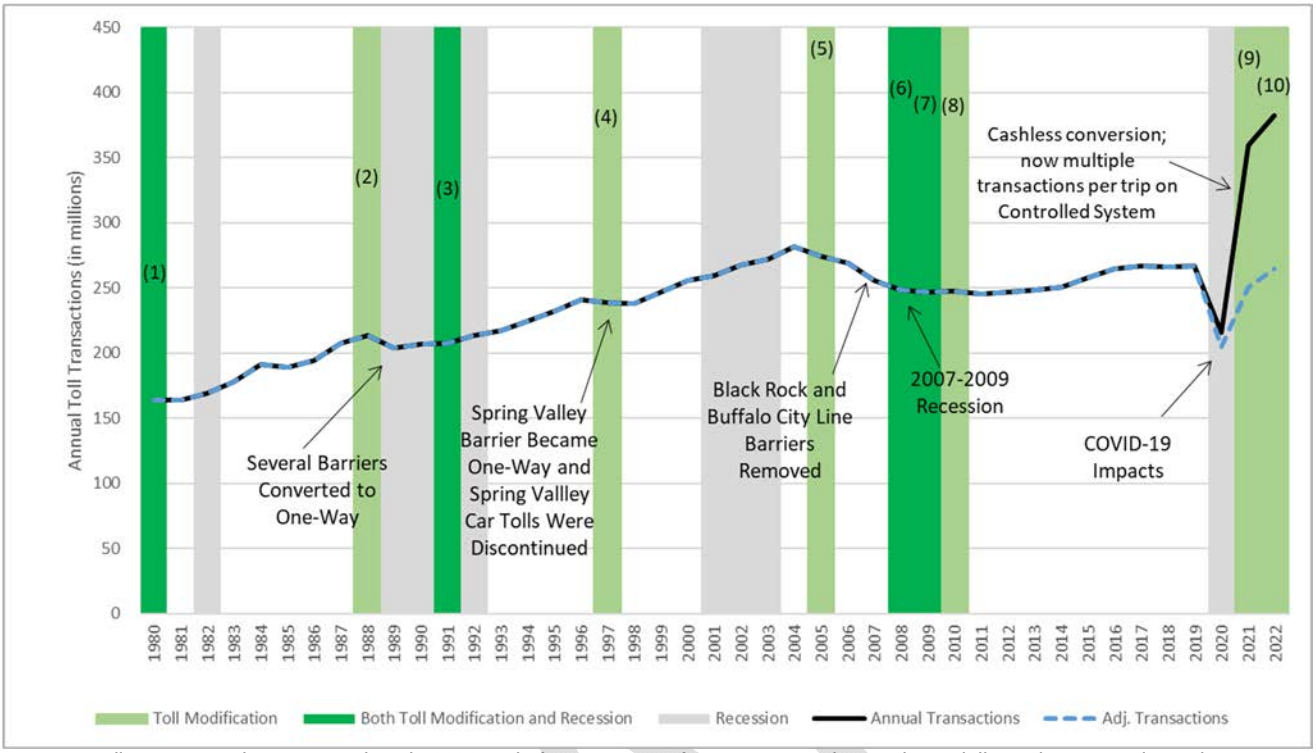
Figure 6: Historical Thruway Toll Transactions and Toll Modifications



Note: Adjustment made to transactions in 2020 and after to account for AET conversion on the mainline, where one trip on the controlled system (mainline) was previously one transaction, and may now be composed of one to twelve transactions depending on the number of tolling segments traveled.
(1) 1980 – Average Toll Increase of 25% Passenger Cars, 30% Commercial
(2) 1988 – Average Toll Increase of 32% Passenger Cars, 38% Commercial
(3) 1991 – Spring Valley Toll Adjustment, Passenger Cars Only
(4) 1997 – Tappan Zee Corridor Relief (Congestion Pricing)
(5) 2005 – System Reclassification, Average Toll Increase of 25% Passenger Cars, 35% Commercial
(6) 2008 – Average Toll Increase of 10% for All Vehicles, Plus Reduction of E-ZPass Discount in July
(7) 2009 – Average Toll Increase of 5% for All Vehicles
(8) 2010 – Average Toll Increase of 5% for All Vehicles (not apparent in all toll schedules, due to rounding)
(9) 2021 – Toll Increases of 9% and 24% for non-NY E-ZPass and Tolls by Mail vehicles, respectively, on all facilities other than the Governor Mario M. Cuomo Bridge. The Governor Mario M. Cuomo Bridge had toll increases of 5% for commuters, 11% for non-Resident Plan E-ZPass cars and trucks up to class 4H, 21% for non-NY E-ZPass cars and trucks up to 4H and 37% for Tolls by Mail cars and trucks up to 4H. Class 5H and larger trucks on the Governor Mario M. Cuomo Bridge had toll increases of 31% for NY E-ZPass, 51% for Non-NY E-ZPass and 70% for Tolls by Mail.
(10) 2022 – The Governor Mario M. Cuomo Bridge had toll increases of 10% for all cars and trucks up to class 4H, with the exception of Resident Plan cars which did not see a toll increase. 5H and larger trucks on the Bridge had a 30% toll increase.

While it is difficult to isolate elasticities specific to past toll modifications on Thruway facilities, it is expected that elasticities on the Thruway fall within a typical range of -0.03 to -0.25 based on past studies prepared on behalf of the Thruway, as well as actual data from other toll agencies in the northeast that were studied by Stantec. For example, the toll elasticity on the New Hampshire Turnpike System was about -0.10 for its last toll increase, and the Newport Pell Bridge in Rhode Island exhibited a toll elasticity of about -0.05 for its last toll increase. These have not been adjusted for economic conditions, construction impacts, and other regional effects. As such, the elasticities presented may reflect higher diversion rates than each facility actually experienced due to the toll increases alone.

4.1.2 Estimated Diversions and Toll Elasticities on the Thruway

Toll diversion estimates have been developed for each Thruway barrier facility and segments of the controlled system, and conclude that diversion off the Thruway in response to the proposed toll modification will be minor, at

approximately 3.2 percent of total traffic. The diversion percentages and estimated toll elasticities by section of the Thruway are summarized in Table 15. Note that estimated diversions on the Thruway mainline vary by segment due to variation in E-ZPass market share.

Table 15: Estimated Toll Diversion and Elasticity

Toll Location	Diversion Percentage for All Vehicles	Toll Elasticity [3]
Mainline, Woodbury Section	3.3% [1]	-0.13
Mainline, Erie Section	3.7% [2]	-0.12
Gov. Mario M. Cuomo Bridge	2.0%	-0.04
Spring Valley	2.9%	-0.08
New Rochelle	3.8%	-0.17
Yonkers	3.0%	-0.17
Harriman	3.6%	-0.16
Grand Island Bridges	3.4%	-0.16
Thruway Average	3.2%	-0.09

[1] Overall trips on this section. Diversion varies by segment from 2.8% - 3.5%
[2] Overall trips on this section. Diversion varies by segment from 3.5% - 3.9%
[3] Toll elasticity is the percent change in volume divided by the percent change in average toll rate. For example, an elasticity of -0.13 means that with a 100 percent toll increase, 13 percent of the vehicles would no longer use the toll facility (or, with a 10 percent toll increase, 1.3 percent of vehicles would no longer use the facility).

4.2 ROUTE CHOICES

The Thruway was built between 1949 and 1960, with its first segments completed and opened to traffic in 1954. The construction of the Thruway was primarily intended to provide a faster, more efficient highway connecting the major cities of New York State. The Thruway serves as an alternative to Route 9 and 9W for trips between Albany and Metro-New York and as an alternative to US Route 20 for east-west traffic between Albany and Buffalo. The Thruway also serves as an alternative to Route 17/I-86 for traffic between the Metro-New York and the Buffalo region. Many of the older routes between these cities still exist today and can be considered alternate route choices for Thruway travelers. In addition, several other major highways have been constructed since the Thruway opened, including I-81, I-84 and I-88, which also provide alternatives to the Thruway. For many trips within and across the state, these alternate routes can provide shorter, faster, and more efficient routes when compared to making the same trip using the Thruway.

Modern route planning techniques used by many drivers and trucking companies are designed to optimize route selection and take into consideration factors such as travel time, tolls, and fuel mileage. Additionally, trucking companies consider vertical grades, salaries, load optimization, and other factors to select the optimal route for travel. The analysis of potential diversion considers these route choice factors. It is important to note that a majority of vehicles using the Thruway are doing so because it has already been determined to be the “best” route for their trip purpose or operation of their particular business needs. Similarly, the drivers using alternate routes have often determined that those routes are the “best” route to meet their needs.

In the past, the Thruway has commissioned several studies to analyze toll rates and their impact on alternate routes. For example, a commercial vehicle study analyzed Route 63 in western New York State to identify alternatives that would move traffic off of Route 63 and onto the Thruway. This study found that even if the Thruway were toll-free, Route 63 would continue to be both faster and more cost effective for commercial vehicle operators to use. Another study was completed that analyzed commercial traffic trends on Route 20 in the Skaneateles area, which found that for many trips Route 20 was the faster and more efficient route, regardless of whether there was a toll on the

Thruway. To further demonstrate that for some travelers other routes can be the "best" route, regardless of the toll modifications, the study compared the costs of various Thruway trips with the costs of alternative route trips.

4.2.1 Vehicle Costs Per Mile

There are many cost considerations involved in a driver's decision to select a certain route, including visible costs, such as tolls and fuel prices, as well as hidden costs, such as the costs of distance, time, and convenience.

Many commercial drivers on the Thruway are New York E-ZPass customers and have several discounts available to them. NY E-ZPass tolls are discounted compared to out-of-state E-ZPass and Tolls by Mail rates. For those with a New York E-ZPass, frequent traveler discounts are available to passenger cars, and many commercial drivers participate in the Commercial Volume Discount program ("CVD"). In addition, the State provides a highway use tax credit to qualifying trucks for miles driven on the Thruway within a tax year, whereas no tax credit is offered for travel on other state roads. In the analysis, it was assumed that commercial vehicles traveling on the Thruway would utilize this tax credit and that commercial travelers would receive an additional 15 percent discount from participation in the CVD program. No frequent user discount was assumed in this analysis for passenger cars.

To determine marginal cost per mile estimates, recent historical passenger car and commercial vehicle marginal cost data published by the American Automobile Association ("AAA") and the American Transportation Research Institute ("ATRI") were reviewed. These historical data indicate that car and truck marginal cost per mile did not consistently grow over the last 10 years; rather; marginal expenses for both vehicle types fluctuated. Thus, marginal expenses reported for the most recent year – 2022 from AAA and 2021 from ATRI – were assumed in this analysis for car and truck costs, respectively. The 2022 AAA and 2021 ATRI marginal cost line-item and total estimates are provided in Table 16. Backing out tolls, driver wages, and driver benefits (i.e., driver's value of time and convenience components of marginal cost) for trucks, a reasonable adjusted estimate of vehicle-based expenses is approximately $0.763 per mile for passenger car drivers and $1.014 per mile for commercial vehicle drivers. These adjusted total cost estimates are assumed in the route choice analysis.

In addition to visible and hidden vehicle-based cost components, this analysis also looks at a driver's value of time. Driver value of time (VOT) can vary based on the driver's salary, contract type (if applicable), trip purpose, and other factors that affect willingness to pay for time savings. For passenger cars, VOT is typically estimated to be in the range of 40 to 60 percent of median household income. In 2021, median household income in New York State was about $75,000. The driving VOT estimated from this is in the range of $14.40 to $21.60 per hour for passenger cars. For commercial vehicles, the American Transportation Research Institute estimates that an average industry operational speed of approximately 40 miles per hour can be used to estimate the average commercial driver's value of time, which has ranged from $63 per hour (2015) to $75 per hour (2021).

For the analysis, varying driver VOT were analyzed. An average of $18 per hour for passenger cars and $75 per hour for commercial vehicles has been assumed. For Thruway and potential alternate routes, we estimated travel time using mapping software with additional factors considered to account for potential congestion and traffic signal delays.

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Table 16: Average Marginal Costs per Mile

Marginal Expenses	Cars[1]	Trucks[2]
Vehicle-based		
Fuel & Oil Costs	$0.180	$0.417
Lease or Purchase Payments	$0.260	$0.279
Insurance Premiums	$0.159	$0.086
Permits and Licenses	$0.068	$0.016
Repair and Maintenance	$0.097	$0.175
Tires		$0.041
Tolls	-	$0.032
Driver-based		
Driver Wages	-	$0.627
Driver Benefits	-	$0.182
Total Cost (per Mile)[3]	**$0.763**	**$1.855**
Value-of-Time Components[4]	$0.000	$0.841
Adjusted Total Cost (per Mile)	**$0.763**	**$1.014**

[1] 2022 data, most recent data available; American Automobile Association, 2022 (https://newsroom.aaa.com/wp-content/uploads/2022/08/2022-YDC-Costs-Break-Out-by-Category.pdf)
[2] 2021 data, most recent data available: "An Analysis of the Operational Costs of Trucking: 2022 Update", American Transportation Research Institute, August 2022
[3] Line items may not sum to total shown due to rounding.
[4] Value-of-time expenses (tolls, driver wages, and driver benefits) are removed from the Total Cost per Mile for trucks in an effort to make the Adjusted Total Cost per Mile more comparable between cars and trucks. In the Route Analysis, tolls and travel time costs are considered separately for both cars and trucks.

It is important to note that several components that influence a driver's VOT, such as route quality, convenience, familiarity, and access to amenities, were not considered directly in this analysis, as cost value conversions for such components are difficult to quantify. However, toll roads such as the Thruway generally offer more frequent and better-quality service plazas and have other attractive qualities, such as better pavement, lower levels of traffic congestion, and more reliable driving conditions in bad weather. These non-tangible factors would likely positively influence a driver's decision to utilize the Thruway.

4.2.2 Sample Route Analysis

Table 17 exhibits the sample trips considered in this analysis. Sample trips included the "best" Thruway-based routes for class 2L (passenger car) vehicles with a NY E-ZPass account, no diversions to alternative routes as a result of toll modifications, and assumed a driver VOT of $18 per hour. Although toll rates for NY E-ZPass customers increase about 10 percent between 2024 and 2027 for most of the Thruway under the proposed toll modifications (5 percent toll increase in 2024 and a subsequent 5 percent increase in 2027), the total trip cost only increases by about 0.3 percent on average.

Table 17: Sample Thruway-Based Routes with Current and Proposed Tolls for Class 2L Vehicles paying with a NY E-ZPass (VOT $18/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 (Exit 34A)	$394.50	$395.33	$0.83	0.2%
Manchester, NH to Syracuse	E-W	I-90 (Exit 36)	$370.37	$371.23	$0.86	0.2%
Manchester, NH to Rochester	E-W	I-90 (Exit 46)	$467.45	$468.68	$1.22	0.3%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$525.50	$526.99	$1.49	0.3%
Manchester, NH to Brampton (Ontario)	E-W	I-90 (Exit 50, I290, I190, GIB)	$626.39	$627.98	$1.59	0.3%
Springfield, MA to Skaneateles	E-W	I-90	$269.33	$270.16	$0.83	0.3%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$248.19	$249.05	$0.86	0.3%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$340.54	$341.72	$1.17	0.3%
Springfield, MA to Buffalo	E-W	I-90	$400.77	$402.26	$1.49	0.4%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$508.31	$509.89	$1.59	0.3%
Albany to Buffalo	E-W	I-90	$309.78	$311.03	$1.25	0.4%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$174.93	$175.43	$0.50	0.3%
Queens NY to Schenectady	N-S	TNB, I-95 , I-287, I-87, I-90 (GMMCB)	$207.04	$207.78	$0.74	0.4%
Schenectady to Queens NY	N-S	I-90, I-87, (GMMCB), I-287, I-95 ,TNB	$210.83	$213.40	$2.57	1.2%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$177.85	$178.41	$0.57	0.3%
Manhattan to Albany	N-S	NYSTA (LT, I95, I80, NJ17, I87, I90)	$163.79	$164.30	$0.51	0.3%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380, I81,I690, I90,I390)	$355.26	$355.54	$0.28	0.1%
Manhattan to Buffalo	SE-NW	I81 (LT,I280,I80,I380,I81,I90)	$429.85	$430.45	$0.60	0.1%
Binghamton to Batavia	SE-NW	I-81(I81,I690,I-90)	$197.23	$197.69	$0.46	0.2%

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4.2.3 Best Route Analysis

The Thruway, however, may not be the best route choice under the current toll structure or with the proposed modifications if the hidden and visible costs are included and drivers are willing to divert. For example, Table 18 through Table 20 suggest that the best route choice by overall cost for several east-west trip pairs is often a combination of the Thruway and Route 20 rather than traveling by Thruway only, assuming a driver VOT of $18 per hour. Similar best route choices for some north-south trip pairs via a combination of the Thruway and other facilities are also suggested in the associated tables. As such, many alternate routes to the Thruway already have a lower cost, and the decision to use those routes over the Thruway will likely have already occurred. It is important to note that despite the imposition of the proposed toll modifications, the net change in total trip cost due to the higher tolls remains quite low, illustrating that the impact of the proposed toll modifications on diversion and related costs will be relatively minor. The following series of tables present the estimated best route for each sample trip with current tolls for representative Class 2L (passenger car) and Class 5H (five-axle commercial truck) vehicles. For each class, tables are presented for three payment types: New York State E-ZPass, Out-of-State E-ZPass, and Toll by Mail. The representative tables shown assume a VOT of $18 per hour for cars and $75 per hour for trucks. For NY E-ZPass trips, which make up the vast majority of trips on the system, the increase in overall trip cost is estimated to be 0.4 percent or less for cars and 0.8 percent or less for trucks. For other payment types, the increase in overall trip cost is estimated to be 3.1 percent or less for cars and 7.1 percent or less for trucks.

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Table 18: Estimated Best Routes Based on Trip Costs for Class 2L Vehicles paying with a New York State E-ZPass (VOT $18/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 and US-20(w of Albany)	$389.58	$389.82	$0.24	0.1%
Manchester, NH to Syracuse	E-W	VT-9 and US-20	$349.27	$349.27	$-	0.0%
Manchester, NH to Rochester	E-W	VT-9, US-20, NY 104	$459.59	$459.59	$-	0.0%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$525.50	$526.99	$1.49	0.3%
Manchester, NH to Brampton (Ontario)	E-W	I-90 (Exit 50, I290, I190, GIB)	$626.39	$627.98	$1.59	0.3%
Springfield, MA to Skaneateles	E-W	I-90 and US-20 (w of Albany)	$268.73	$268.97	$0.24	0.1%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$248.19	$249.05	$0.86	0.3%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$340.54	$341.72	$1.17	0.3%
Springfield, MA to Buffalo	E-W	I-90	$400.77	$402.26	$1.49	0.4%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$508.31	$509.89	$1.59	0.3%
Albany to Buffalo	E-W	I-90	$309.78	$311.03	$1.25	0.4%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$174.93	$175.43	$0.50	0.3%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$201.87	$202.43	$0.57	0.3%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$210.73	$211.16	$0.43	0.2%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$177.85	$178.41	$0.57	0.3%
Manhattan to Albany	N-S	NYSTA (LT, I95, I80, NJ17, I87, I90)	$163.79	$164.30	$0.51	0.3%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$355.26	$355.54	$0.28	0.1%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$404.55	$404.55	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$177.97	$177.97	$-	0.0%

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Table 19: Estimated Best Routes Based on Trip Costs for Class 2L Vehicles paying with an Out-of-State E-ZPass (VOT $18/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 and US-20(w of Albany)	$389.13	$390.96	$1.83	0.5%
Manchester, NH to Syracuse	E-W	VT-9 and US-20	$348.97	$348.97	$-	0.0%
Manchester, NH to Rochester	E-W	VT-9, US-20, NY 104	$459.59	$459.59	$-	0.0%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$526.87	$538.21	$11.34	2.2%
Manchester, NH to Brampton (Ontario)	E-W	I-90 (Exit 50, I290, I190, GIB)	$627.90	$639.98	$12.09	1.9%
Springfield, MA to Skaneateles	E-W	I-90 and US-20 (w of Albany)	$268.83	$270.67	$1.83	0.7%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$249.20	$255.75	$6.55	2.6%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$342.00	$350.92	$8.92	2.6%
Springfield, MA to Buffalo	E-W	I-90	$402.68	$414.03	$11.34	2.8%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$510.37	$522.45	$12.09	2.4%
Albany to Buffalo	E-W	I-90	$311.60	$321.11	$9.51	3.1%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$175.65	$179.43	$3.78	2.2%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$206.31	$210.62	$4.31	2.1%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$214.97	$218.25	$3.28	1.5%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$178.67	$182.98	$4.31	2.4%
Manhattan to Albany	N-S	NYSTA (LT, I95, I80, NJ17, I87, I90)	$164.53	$168.42	$3.89	2.4%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$355.67	$357.81	$2.14	0.6%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$404.55	$404.55	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$177.97	$177.97	$-	0.0%

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Table 20: Estimated Best Routes Based on Trip Costs for Class 2L Vehicles paying with Tolls by Mail (VOT $18/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 and US-20(w of Albany)	$392.08	$393.56	$1.48	0.4%
Manchester, NH to Syracuse	E-W	VT-9 and US-20	$349.27	$349.27	$-	0.0%
Manchester, NH to Rochester	E-W	VT-9, US-20, NY 104	$459.59	$459.59	$-	0.0%
Manchester, NH to Buffalo	E-W	US - 20(VT-9)	$531.36	$531.36	$-	0.0%
Manchester, NH to Brampton (Ontario)	E-W	I-90 (Exit 50, I290, I190, GIB)	$632.82	$642.58	$9.77	1.5%
Springfield, MA to Skaneateles	E-W	I-90 and US-20 (w of Albany)	$270.34	$271.82	$1.48	0.5%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$251.60	$256.90	$5.29	2.1%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$344.86	$352.07	$7.21	2.1%
Springfield, MA to Buffalo	E-W	I-90	$406.01	$415.18	$9.17	2.3%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$513.84	$523.60	$9.77	1.9%
Albany to Buffalo	E-W	I-90	$313.43	$321.11	$7.68	2.5%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$176.38	$179.43	$3.05	1.7%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$207.14	$210.62	$3.48	1.7%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$216.10	$218.75	$2.65	1.2%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$179.50	$182.98	$3.48	1.9%
Manhattan to Albany	N-S	NYSTA (LT, I95, I80, NJ17, I87, I90)	$165.28	$168.42	$3.14	1.9%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$357.83	$359.56	$1.73	0.5%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$406.30	$406.30	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$177.97	$177.97	$-	0.0%

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Table 21: Estimated Best Routes Based on Trip Costs for Class 5H Vehicles paying with a New York State E-ZPass (VOT $75/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 (Exit 34A)	$841.26	$844.84	$3.59	0.4%
Manchester, NH to Syracuse	E-W	I-90 (Exit 36)	$786.09	$789.80	$3.71	0.5%
Manchester, NH to Rochester	E-W	I-90 (Exit 46)	$999.06	$1,004.35	$5.29	0.5%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$1,121.11	$1,127.54	$6.43	0.6%
Manchester, NH to Brampton (Ontario)	E-W	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	$1,328.53	$1,328.53	$-	0.0%
Springfield, MA to Skaneateles	E-W	I-90	$577.40	$580.99	$3.59	0.6%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$534.74	$538.45	$3.71	0.7%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$732.44	$737.50	$5.06	0.7%
Springfield, MA to Buffalo	E-W	I-90	$861.24	$867.67	$6.43	0.7%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$1,092.33	$1,099.11	$6.78	0.6%
Albany to Buffalo	E-W	I-90	$657.23	$662.62	$5.39	0.8%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$376.43	$378.57	$2.14	0.6%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$459.48	$461.93	$2.44	0.5%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$483.23	$485.08	$1.86	0.4%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$391.16	$393.61	$2.44	0.6%
Manhattan to Albany	N-S	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	$204.41	$204.57	$0.17	0.1%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$771.54	$772.76	$1.21	0.2%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$880.32	$880.32	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$377.85	$377.85	$-	0.0%

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Table 22: Estimated Best Routes Based on Trip Costs for Class 5H Vehicles paying with an Out-of-State E-ZPass (VOT $75/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 (Exit 34A)	$856.58	$888.73	$32.15	3.8%
Manchester, NH to Syracuse	E-W	I-90 (Exit 36)	$801.98	$835.28	$33.31	4.2%
Manchester, NH to Rochester	E-W	I-90 (Exit 46)	$1,021.95	$1,069.35	$47.40	4.6%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$1,149.10	$1,206.78	$57.68	5.0%
Manchester, NH to Brampton (Ontario)	E-W	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	$1,328.18	$1,328.18	$-	0.0%
Springfield, MA to Skaneateles	E-W	I-90	$593.08	$625.23	$32.15	5.4%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$550.98	$584.28	$33.31	6.0%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$754.69	$800.07	$45.37	6.0%
Springfield, MA to Buffalo	E-W	I-90	$889.59	$947.27	$57.68	6.5%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$1,121.88	$1,182.72	$60.84	5.4%
Albany to Buffalo	E-W	I-90	$681.24	$729.59	$48.35	7.1%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$386.30	$405.51	$19.21	5.0%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$492.79	$514.71	$21.91	4.4%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$514.22	$530.89	$16.67	3.2%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$401.76	$423.67	$21.91	5.5%
Manhattan to Albany	N-S	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	$205.15	$206.66	$1.51	0.7%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$776.95	$787.83	$10.88	1.4%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$880.32	$880.32	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$377.85	$377.85	$-	0.0%

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Table 23: Estimated Best Routes Based on Trip Costs for Class 5H Vehicles paying with Tolls by Mail (VOT $75/Hr)

Corridor	Primary Directions of Travel	Via	Estimated Current Trip Cost	Estimated New Trip Cost	Increase in Overall Trip Cost	Percent Increase in Overall Trip Cost
Manchester, NH to Skaneateles	E-W	I-90 (Exit 34A)	$864.89	$890.87	$25.98	3.0%
Manchester, NH to Syracuse	E-W	I-90 (Exit 36)	$810.51	$837.42	$26.91	3.3%
Manchester, NH to Rochester	E-W	I-90 (Exit 46)	$1,033.18	$1,071.48	$38.30	3.7%
Manchester, NH to Buffalo	E-W	I-90 (Exit 51)	$1,162.31	$1,208.91	$46.61	4.0%
Manchester, NH to Brampton (Ontario)	E-W	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	$1,328.53	$1,328.53	$-	0.0%
Springfield, MA to Skaneateles	E-W	I-90	$600.14	$626.12	$25.98	4.3%
Springfield, MA to Syracuse	E-W	I-90 (Exit 36)	$558.26	$585.17	$26.91	4.8%
Springfield, MA to Rochester	E-W	I-90 (Exit 45)	$764.29	$800.95	$36.67	4.8%
Springfield, MA to Buffalo	E-W	I-90	$901.54	$948.15	$46.61	5.2%
Springfield, MA to Brampton (Ontario)	E-W	I-90 (Exit 50) Grand Island	$1,134.44	$1,183.60	$49.16	4.3%
Albany to Buffalo	E-W	I-90	$690.50	$729.57	$39.07	5.7%
Rochester to Erie	E-W	I-90 (Exit 46 to PA Line)	$389.98	$405.50	$15.53	4.0%
Queens NY to Schenectady	N-S	NYSTA (RFKB, GWB, US9W, I87, I90)	$496.99	$514.70	$17.71	3.6%
Schenectady to Queens NY	N-S	I-90, I-87, NBB, I-84, I-684, I-95, TNB	$522.17	$535.64	$13.47	2.6%
Morristown, NJ to Schenectady	N-S	I-87 (I-287, I-87, I-90)	$405.95	$423.66	$17.71	4.4%
Manhattan to Albany	N-S	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	$205.44	$206.66	$1.22	0.6%
Manhattan to Rochester	SE-NW	I-81(LT,I280,I80,I380,I81, I690, I90,I390)	$781.53	$790.32	$8.79	1.1%
Manhattan to Buffalo	SE-NW	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	$882.82	$882.82	$-	0.0%
Binghamton to Batavia	SE-NW	I390 (I86,I390,63)	$377.85	$377.85	$-	0.0%

For higher value of time assumptions ($40 per hour for cars and $85 per hour for trucks), the Thruway is currently the "best" route choice for nearly all sample trip pairs under the current toll schedule. The Thruway is less frequently the "best" route choice for lower values of time ($12 per hour for cars and $30 per hour for trucks). When the trip pairs are analyzed with the proposed toll modification, the “best” route choice is similarly influenced primarily by value of time assumptions.

Table 24 through Table 29 present a summary of changes in route choice with the proposed toll modifications for Class 2L cars and Class 5H trucks for different payment methods across a range of values of time. For vehicles

paying with NY E-ZPass, fewer changes are expected to "best" route choices as a result of the toll modification, because NY E-ZPass customers would only see a small change in overall trip cost compared with other payment types. Class 2L vehicles with a VOT of $12 to $18 per hour and Class 5H vehicles with a VOT of $50 to $75 per hour are not expected to have any change in “best” route choice if paying with NY E-ZPass, as illustrated in Table 24 and Table 27.

For payment methods with more widespread toll modifications, such as Class 5H with an Out-of-State E-ZPass (Table 28), the toll modifications only cause a change in “best” route choice for one identified trip pair if a VOT of $85 per hour is assumed (though the new “best” trip continues to use a portion of the Thruway); however, if a lower VOT is assumed, it is estimated that several trip pairs might choose routes with lower tolls. For instance, six trip pairs may choose routes with lower overall costs for a VOT of $50 per hour, with two of these trips no longer using the Thruway at all. A more detailed analysis of the various values of time and route alternatives is presented in Appendix A of this report.

Table 24: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 2L Vehicles paying with a New York State E-ZPass

Corridor	Primary Directions of Travel	Value of Time				
		$12/hr	$18/hr	$25/hr	$30/hr	$40/hr
Manchester, NH to Skaneateles	E-W	No Chng	No Chng	▪	No Chng	No Chng
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Skaneateles	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Rochester to Erie	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	▪	▪	▪
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng

Legend	
▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

Table 25: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 2L Vehicles paying with an Out-of-State E-ZPass

Corridor	Primary Directions of Travel	Value of Time				
		$12/hr	$18/hr	$25/hr	$30/hr	$40/hr
Manchester, NH to Skaneateles	E-W	No Chng	No Chng	No Chng	▪	No Chng
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	x	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	x	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	x	x	x	No Chng	No Chng
Springfield, MA to Skaneateles	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	x	No Chng	No Chng	No Chng	No Chng
Rochester to Erie	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	No Chng	No Chng	▪
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng

Legend	
▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

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Table 26: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 2L Vehicles paying with Tolls by Mail

Corridor	Primary Directions of Travel	Value of Time				
		$12/hr	$18/hr	$25/hr	$30/hr	$40/hr
Manchester, NH to Skaneateles	E-W	No Chng	x	No Chng	▪	No Chng
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	x	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	No Chng	x	x	x	No Chng
Springfield, MA to Skaneateles	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	x	No Chng	No Chng	No Chng	No Chng
Rochester to Erie	E-W	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	No Chng	No Chng	▪
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng

Legend

▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

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Table 27: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 5H Vehicles paying with a New York State E-ZPass

Corridor	Primary Directions of Travel	Value of Time					
		$30/hr	$40/hr	$50/hr	$65/hr	$75/hr	$85/hr
Manchester, NH to Skaneateles	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	x
Springfield, MA to Skaneateles	E-W	No Chng	▪	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Syracuse	E-W	▪	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Rochester to Erie	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng

Legend

▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

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Table 28: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 5H Vehicles paying with an Out-of-State E-ZPass

Corridor	Primary Directions of Travel	Value of Time					
		$30/hr	$40/hr	$50/hr	$65/hr	$75/hr	$85/hr
Manchester, NH to Skaneateles	E-W	No Chng	No Chng	No Chng	No Chng	▪	▪
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	x	x	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	No Chng	x	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	No Chng	x	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Skaneateles	E-W	No Chng	No Chng	▪	▪	No Chng	No Chng
Springfield, MA to Syracuse	E-W	No Chng	▪	▪	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	▪	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	▪	▪	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	▪	▪	▪	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	No Chng	x	▪	No Chng	No Chng	No Chng
Rochester to Erie	E-W	x	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	x	x	x	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng

Legend	
▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

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Table 29: Value of Time and Route Alternatives – Changes in Route Preference as a Result of the Toll Modification, Class 5H Vehicles paying with Tolls by Mail

Corridor	Primary Directions of Travel	Value of Time					
		$30/hr	$40/hr	$50/hr	$65/hr	$75/hr	$85/hr
Manchester, NH to Skaneateles	E-W	No Chng	x	No Chng	No Chng	▪	▪
Manchester, NH to Syracuse	E-W	No Chng	No Chng	No Chng	No Chng	x	No Chng
Manchester, NH to Rochester	E-W	No Chng	No Chng	No Chng	x	No Chng	No Chng
Manchester, NH to Buffalo	E-W	No Chng	No Chng	x	No Chng	No Chng	No Chng
Manchester, NH to Brampton (Ontario)	E-W	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Skaneateles	E-W	No Chng	No Chng	No Chng	▪	No Chng	No Chng
Springfield, MA to Syracuse	E-W	No Chng	No Chng	▪	No Chng	No Chng	No Chng
Springfield, MA to Rochester	E-W	▪	No Chng	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Buffalo	E-W	▪	▪	No Chng	No Chng	No Chng	No Chng
Springfield, MA to Brampton (Ontario)	E-W	▪	▪	▪	No Chng	No Chng	No Chng
Albany to Buffalo	E-W	No Chng	x	▪	No Chng	No Chng	No Chng
Rochester to Erie	E-W	x	No Chng	No Chng	No Chng	No Chng	No Chng
Queens NY to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Schenectady to Queens NY	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Morristown, NJ to Schenectady	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Albany	N-S	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Manhattan to Rochester	SE-NW	x	x	x	No Chng	No Chng	No Chng
Manhattan to Buffalo	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng
Binghamton to Batavia	SE-NW	No Chng	No Chng	No Chng	No Chng	No Chng	No Chng

Legend	
▪	Continues to use portion of Thruway
x	No longer uses the Thruway
No Chng	No change from previous route

Alternate routes to the Thruway are well known and are likely already being utilized by those operators where the alternate route provides the most efficient or cost-effective means of travel. Owner-operators typically receive a flat rate payment for their loads which, in effect, lowers their value of time. For these carriers, the toll modifications will have an impact on their travel choices. In contrast, contract carriers, large operators and drivers receiving hourly rates use sophisticated routing software to determine the "best" routes and generally have a higher value of time, putting a greater value on reliable travel times. As a result, they are more likely to select the Thruway as their best choice, especially considering the Thruway also offers many benefits that are outlined in the next section.

In summary, this VOT analysis shows that for a majority of the current Thruway trips, the Thruway is the "best" route and, for most of them, it will continue to be even after the proposed toll modifications are enacted. The VOT analysis was used to provide overall context to the potential diversion impacts of the proposed toll modifications. As discussed throughout this report, the analysis validates that there will only be minor traffic shifts as a result of the proposed toll changes.

4.2.4 Other Considerations

The route choice analysis was based on average, representative conditions a driver might encounter. Some drivers may benefit from additional discounts or service standards and be less likely to divert from the Thruway, as expanded upon in the following sections.

4.2.4.1 Recent Conversion of the Control System to Cashless Tolling

Conversions of the Thruway's barrier system and controlled system (mainline) to cashless tolling were completed in 2018 and 2020, respectively. Benefits of cashless tolling on Thruway users were not considered as part of this analysis; however, the replacement of physical toll plazas with overhead toll gantries has eliminated toll transaction times, resulting in additional time savings and less interruption on the Thruway mainline.

4.2.4.2 Impact of Discount Toll Programs

The Authority offers several discount programs, as detailed earlier in Section 3.4, which have been considered in the diversion analysis. Toll modifications generally result in an increase in the participation level in available discount programs. Current Tolls by Mail customers have the ability to mitigate the effective toll modifications by switching their method of payment to NY E-ZPass, and for commercial customers, availing themselves of the volume discount program.

Table 30 presents a comparison of tolls and discounts available for 2L and 5H vehicles for two sample trips, one long distance on the Thruway Mainline and one crossing the GMMCB. For example, a passenger car (2L) vehicle currently paying through Tolls by Mail for a trip from the Massachusetts state line to Williamsville pays a toll of $18.90. After the proposed 2024 and 2027 toll modifications, this trip would cost $28.01 when paid by Tolls by Mail, an increase of roughly 48 percent to the driver. If the driver were to enroll in the NY E-ZPass program, their new toll under the proposed toll modifications would be $16.00, which is in fact less than their current toll. The same is true for passenger car customers who are residents of Rockland or Westchester County and currently paying with Tolls by Mail at the GMMCB; if they sign up for the Resident Plan, their future E-ZPass toll rate would be less than their current Tolls by Mail rate. Passenger cars that switch from Tolls by Mail to a non-resident NY E-ZPass at the GMMCB would mitigate the proposed 81 percent Tolls by Mail toll increase down to a 4 percent toll increase.

Commercial vehicles have the additional option to opt into the Thruway Commercial Charge Account program and receive additional discounts based on the volume of toll charges incurred each month. Table 30 shows a breakdown of the discounts available for each tier of spending for Class 5H trucks and how the additional discounts factor in to the overall assessment of comparative toll increases. For an operator currently paying Tolls by Mail for a trip from the Massachusetts line to Williamsville, the toll is currently $96.02. Under the proposed toll modifications, this trip would cost $142.53 in 2027 when paid by Tolls by Mail. However, if the customer enrolled in the NY E-ZPass program, their new toll under the proposed toll modifications would be $81.45, an effective toll decrease of about 15 percent. Furthermore, if the operator opened a commercial charge account and qualified for the volume discount, additional savings would be available. If the commercial account (not single operator) incurred this trip 80 times in one month (2 drivers making a round trip each weekday, for example), the account would qualify for an additional $450 discount, resulting in an adjusted average toll decrease of as much as 18 percent. Considering the same discount program, an operator making many GMMCB crossings could see a slight reduction in tolls by switching to a NY E-ZPass and receiving the volume discount, rather than seeing a Tolls by Mail rate increase of 81 percent.

Although the majority of passenger cars that travel frequently on the Thruway already take advantage of the NY E-ZPass discount plans, savings could be recognized by qualifying non-NY E-ZPass or Tolls by Mail customers if they switched to NY E-ZPass and enrolled in one of the account-specific discount plans (for which they meet eligibility requirements, if any), detailed previously in Section 3.4, such as the Thruway Annual Permit Plan or one of the gantry-specific commuter plans.

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It is anticipated that some non-NY E-ZPass and Tolls by Mail customers will move to the NY E-ZPass program to take advantage of generous discounts and remain on the Thruway despite the implementation of the toll modifications.

Table 30: Effective Toll Charges and Comparative Increase for Tolls by Mail Customers that Switch to New York E-ZPass

Cost Categories & Comparisons	Sample Trips				
	Thruway Mainline *MA line to Williamsville*		**Bridge Crossing** *Gov. Mario M. Cuomo Bridge*		
	2L	**5H**	**2L Resident**	**2L Non-Resident**	**5H**
TOLL RATES					
Current TBM Rate	**$18.90**	**$96.02**	**$7.48**	**$7.48**	**$72.51**
Proposed 2027 TBM Rate	$28.01	$142.53	$13.56	$13.56	$131.55
Percent Increase with no customer action	*48%*	*48%*	*81%*	*81%*	*81%*
Proposed 2027 NY E-ZPass Rate	**$16.00**	**$81.45**	**$6.20**	**$7.75**	**$75.17**
2027 Effective Discount w/NY E-ZPass	*-43%*	*-43%*	*-54%*	*-43%*	*-43%*
Effective Increase with Switch to NY E-ZPass Account	***-15%***	***-15%***	***-17%***	***4%***	***4%***
ADDITIONAL DISCOUNTS (USING NY E-ZPASS MONTHLY COSTS)					
Sample Round Trips per Account per Month	*2*	*80*	*15*	*2*	*80*
Current TBM Rate	$75.60	$15,363.20	$112.20	$14.96	$5,800.80
Proposed NY E-ZPass Rate	**$64.02**	**$13,031.83**	**$93.00**	**$15.50**	**$6,013.60**
10% on $1,001 to $2,000		-$100.00			-$100.00
15% on $2,001 to $3,000		-$150.00			-$150.00
20% on above $3,001		-$200.00			-$200.00
Total Volume Discount[2]		**-$450.00**			**-$450.00**
ADJUSTED MONTHLY TOLL COST (WITH SWITCH TO NY E-ZPASS)					
New Cost with NY Account	$64.02	$12,581.83	$93.00	$15.50	$5,563.60
Effective Increase with Switch to NY E-Zpass & Commerical Charge Account	**-15%**	**-18%**	**-17%**	**4%**	**-4%**

Note: Volume discounts require enrollment as a Thruway Commercial Charge Account Customer

4.2.4.3 Allowance for Tandem Vehicles and High Service Levels on Thruway

In addition to utilizing the value of time analysis in determining the ultimate potential impact of the toll modifications on route choices, the study also took into account the Thruway's allowance for tandem vehicles. The Thruway allows longer combination vehicles ("LCV"), tandem combinations of two trailers up to 48 feet each in length, which are not allowed elsewhere on the State's highway system. A primary benefit of this combination is that it allows one tractor and one driver to transit two 48-foot trailers across the State, providing a significant savings in costs to the operators.

To facilitate the operator's ability to utilize these combination vehicles, the Authority provides special tandem lots at major interchanges across the system. At these locations the tandem combinations are split and can be stored for brief periods of time to facilitate the local movement of local freight or the continuation of their trip in a legal vehicle configuration on the balance of the National Highway System. As a result, a de minimis number of these vehicle types would change their route choice as a result of the toll modifications.

High service levels enhance the value of traveling the Thruway, including the reliability of travel time, availability of services, proactive response to snowstorms, and the historically higher level of highway maintenance than other competing roadways. The Authority also responded to a request made by commercial vehicle operators for additional parking facilities at some of the service areas, offering nearly 1,000 special truck parking spaces where drivers can rest and have access to 24-hour food, fuel, and other services. These high service levels may influence a commercial operator's decision to continue to utilize the Thruway subsequent to proposed toll modifications. The Authority is currently in the process of redeveloping all 27 service areas on the Thruway. These upgrades will incorporate truck driver services in select locations, further improving the benefits afforded to commercial traffic along the system and influencing continued use of the Thruway as a preferred route.

4.2.4.4 Impact of Hours of Service Rule

The NYSDOT, through the Federal Motor Carrier Safety Administration, has established hour-of-service requirements that informed the analysis. For operators of commercial vehicles with Gross Vehicle Weight Ratings greater than 10,000 pounds, the regulations require a maximum of 11 hours of driving during 14 hours of duty time in any one 24-hour period. Simply stated, this means that a driver cannot drive more than 11 hours in any continuous 24-hour period. This regulation serves to mitigate the potential of diversion in several ways.

In previous travel studies, the Stantec project team members had the opportunity to interview several commercial operators and individual owner-operators about the cost of operating their fleets. Many large fleet operators situate their terminals to maximize the 11 hours of individual driver time so that vehicle usage is maximized. As a result of the efficient placement of these terminal locations, diversions off the Thruway due to the proposed toll modifications for these large carriers will likely be small.

Smaller owner-operator carriers are also impacted by hour-of-service rules, but the impact of a toll modifications to these types would be greater than for larger carriers. Generally, owner-operators are paid a fixed amount for loads. Some operators make route choices based on the costs associated with a single load, and other operators seek to maximize the number of loads they accept. An operator that seeks to maximize revenues for a single load would accept longer drive times in order to save costs. Other operators that seek to maximize their revenues on a long-term basis may accept a lower margin on a faster route so that they would be able to accept additional loads in an annual period.

4.2.4.5 Impact of New York State Highway Use Tax

The diversion analysis also considers the tax credit offered under the Highway-Use Tax in New York State. The Highway-Use Tax is based upon the weight of a commercial vehicle and the distance traveled in a year on mileage on the tolled portions of the Thruway. For a 50,000-pound vehicle the tax is $0.0252 per mile, and for an 80,000-pound vehicle the tax is $0.0546 per mile. The law exempts all travel on toll-paid portions of the Thruway from this tax. As a result of this exemption, any vehicle that would change its current route from the Thruway to any adjacent route would be subject to the Highway-Use Tax for those miles now traveled on the alternate route.

5.0 ALTERNATIVE ROUTE ANALYSES

An alternative route analysis was performed to identify potential routes drivers could utilize in order to avoid the Thruway toll system and measures the potential traffic impact this diversion could have on those alternate routes. The following identifies the methodology and assumptions used and summarizes the results of the analyses.

5.1 TRAFFIC DIVERSION METHODOLOGY AND ASSUMPTIONS

As discussed in Chapter 4.0, it is anticipated that proposed toll modifications would result in the diversion of some vehicles off the Thruway to alternate routes. In order to assess the potential impacts of the proposed toll modifications on affected roadways, recent historical traffic data provided by the Authority and the NYSDOT (as available through the online Traffic Data Viewer, or "TDV"[2]) were utilized.

The analysis divided the Thruway into segments based on interchange locations (each segment begins at one interchange and ends at the next). Based on 2022 average annual daily traffic provided by the Authority for the Thruway, peak hour diversion volumes by direction (see Table 31) were estimated using the following criteria for each segment:

- Since the proposed toll modifications are planned to occur in January 2024 through January 2027, the analysis of "Build versus No Build" (toll modification vs. no toll modification) used 2027 estimated traffic levels. The steps involved to estimate the 2027 "No Build" alternate route volumes are as follows:
  - First, 2022 volumes were estimated. At the time of this study, 2022 volume data on the alternate routes was not available, and 2020 and 2021 volumes were impacted by the COVID-19 pandemic. To estimate 2022 volumes on these routes, 2019 traffic was reduced by 0.5 percent to represent permanent losses due to COVID, such as a permanent shift to working more days from home than before the pandemic.
  - Next, diversion volumes from the 2021-2022 Thruway System toll modifications, which had been estimated for the *2020 Environmental Assessment for Proposed Toll Modification*, were added.
  - Total traffic growth of 5.7 percent for the Thruway System was forecasted between 2022 and 2027 (a compounded average growth rate of 1.1 percent per year). Statewide traffic was assumed to grow at a similar rate from 2022 to 2027, and this growth rate was applied to the alternative routes, except for various parkways and bridges in the metropolitan NYC area where forecasted traffic growth rates were extracted from the New York Metropolitan Transportation Council (NYMTC) Best Practice Model (BPM).
- Thruway directional (D) factors of 0.50 to 0.52 (50 to 52 percent of vehicles travel in the peak direction) were used, based on 2022 actual data and estimates derived for the controlled system.
- A Thruway peak hour (k) diversion factor of 0.07 was applied (7.0 percent of daily diversion off the Thruway was estimated to be during the peak hour)
- For purposes of this screening, diverted vehicles were converted to passenger car equivalents (PCEs) when applying them to alternate routes. The average truck was assumed to be equivalent to two passenger cars.
- Diversion rates ranging from 2.0 to 3.9 percent of total traffic were utilized based on the toll diversion model developed for financing purposes. The financial model produces "P90" forecasts, meaning that there is a 90 percent chance that actual toll traffic and revenues will exceed forecasts; therefore, the diversion rates used are conservatively on the high end of what could be expected. The diversion analysis is discussed in Chapter 4.0.

[2] https://www.dot.ny.gov/tdv

- An alternate route directional (D) factor of 0.60 (60 percent of vehicles travel in the peak direction) was assumed, except where more detailed information was available in the NYSDOT TDV.
- An alternate route peak hour (k) factor of 0.10 (10 percent of current traffic was assumed to be during the peak hour), except where actual information was available in the NYSDOT TDV.
- To be conservative for this screening analysis, in order to identify the most significant potential adverse impacts,*100 percent* of peak hour diverted volumes were applied and analyzed on *each* alternative route. Generally, no credit was taken for vehicles that would potentially divert to other roadways not included in the analysis, nor to any reduction in overall trip-making.

Diversion percentages forecasted in November 2022 for the proposed toll modifications were utilized to estimate the number of vehicles diverting from each section of the Thruway. For the traffic impact analysis, these diversion volumes were applied to roadways that would likely serve as alternate routes. 2022 Thruway hourly data indicates that about 7.0 to 8.1 percent of daily traffic occurs during the peak hour, and, since a smaller share of traffic diverts during peak times because it is generally composed of nondiscretionary trips, it is assumed that 7.0 percent of daily diversion traffic would occur during the peak hour. Based on the analysis, the maximum number of two-way diverted vehicles from the Thruway during the peak hour would be 188 from the controlled system segment between Interchanges 24 and 25 (3.2 percent diversion), and the maximum number of one-way diverted vehicles during the peak hour would be 159 from the New Rochelle Barrier (3.8 percent diversion). The average one-way peak hour diversion for all segments of the Thruway is 48 vehicles (3.2 percent diversion). Table 31 shows the location of each Thruway segment, the traffic by direction on an average day, and the assumed share of traffic during the peak hour that was used to estimate the peak hour diversion.

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Table 31: Estimated Peak Hour Thruway Traffic Diversion by Segment

MAINLINE SECTION		AADT Peak Direction	AADT Off-Peak Direction	Peak Hr % of day	Peak Hr. Pk. Dir. Volume	Diversion %	Peak Direction Diversion	Off-Peak Direction Diversion	Affected Counties
Woodbury-Williamsville	S of 17	28,473	28,021	7%	1,993	2.8%	56	55	Westchester/Orange/Putnam
Woodbury-Williamsville	17-18	23,919	23,259	7%	1,674	2.9%	48	47	Ulster/Dutchess/Orange/Sullivan
Woodbury-Williamsville	18-19	23,223	22,582	7%	1,626	2.9%	47	46	Ulster/Dutchess/Sullivan
Woodbury-Williamsville	19-20	21,207	20,622	7%	1,485	2.9%	44	42	Ulster/Dutchess/Columbia/Sullivan/Delaware
Woodbury-Williamsville	20-21	19,671	19,128	7%	1,377	2.9%	41	39	Ulster/Greene/Columbia/Delaware
Woodbury-Williamsville	21-21B	19,093	18,566	7%	1,337	3.0%	39	38	Greene/Columbia/Delaware
Woodbury-Williamsville	21B-21A	22,018	21,410	7%	1,541	3.0%	46	44	Greene/Albany/Columbia
Woodbury-Williamsville	21A-22	26,644	25,908	7%	1,865	3.0%	56	54	Greene
Woodbury-Williamsville	22-23	26,672	25,935	7%	1,867	3.0%	56	54	Albany
Woodbury-Williamsville	23-24	27,457	26,592	7%	1,922	3.0%	58	56	Albany
Woodbury-Williamsville	24-25	42,505	41,166	7%	2,975	3.2%	95	92	Albany/Schenectady
Woodbury-Williamsville	25-25A	24,051	23,015	7%	1,684	3.2%	54	52	Albany/Schenectady
Woodbury-Williamsville	25A-26	16,373	15,543	7%	1,146	3.1%	36	34	Schenectady
Woodbury-Williamsville	26-27	15,650	14,798	7%	1,096	3.2%	35	33	Montgomery/Schenectady
Woodbury-Williamsville	27-28	13,192	12,423	7%	923	3.2%	30	28	Montgomery/Schenectady/Schoharie
Woodbury-Williamsville	28-29	12,944	12,141	7%	906	3.2%	29	27	Montgomery/Schoharie
Woodbury-Williamsville	29-29A	12,603	11,774	7%	882	3.2%	28	27	Herkimer/Montgomery/Ostego/Schoharie
Woodbury-Williamsville	29A-30	12,927	12,028	7%	905	3.2%	29	27	Herkimer/Ostego
Woodbury-Williamsville	30-31	13,014	12,159	7%	911	3.3%	30	28	Herkimer/Ostego/Oneida
Woodbury-Williamsville	31-32	12,497	11,722	7%	875	3.4%	29	27	Oneida/Broome/Delaware
Woodbury-Williamsville	32-33	15,050	14,173	7%	1,053	3.3%	35	33	Oneida/Madison/Broome
Woodbury-Williamsville	33-34	18,732	17,783	7%	1,311	3.4%	44	42	Oneida/Madison/Broome
Woodbury-Williamsville	34-34A	20,826	19,692	7%	1,458	3.4%	50	47	Onondaga/Madison/Broome
Woodbury-Williamsville	34A-35	14,163	13,285	7%	991	3.4%	33	31	Onondaga
Woodbury-Williamsville	35-36	15,718	14,685	7%	1,100	3.3%	37	34	Onondaga
Woodbury-Williamsville	36-37	19,236	17,899	7%	1,347	3.4%	45	42	Onondaga
Woodbury-Williamsville	37-38	18,916	17,461	7%	1,324	3.4%	45	41	Onondaga
Woodbury-Williamsville	38-39	17,533	16,120	7%	1,227	3.4%	41	38	Onondaga
Woodbury-Williamsville	39-40	20,641	18,826	7%	1,445	3.4%	49	45	Onondaga/Cayuga/Tioga/Broome

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MAINLINE SECTION		AADT Peak Direction	AADT Off-Peak Direction	Peak Hr % of day	Peak Hr. Pk. Dir. Volume	Diversion %	Peak Direction Diversion	Off-Peak Direction Diversion	Affected Counties
Woodbury-Williamsville	40-41	18,384	16,834	7%	1,287	3.4%	44	40	Wayne/Seneca/Cayuga/Tioga
Woodbury-Williamsville	41-42	19,520	18,309	7%	1,366	3.4%	47	44	Wayne/Seneca/Ontario
Woodbury-Williamsville	42-43	21,861	20,505	7%	1,530	3.4%	53	49	Ontario/Wayne
Woodbury-Williamsville	43-44	23,320	21,874	7%	1,632	3.4%	56	53	Ontario/Wayne
Woodbury-Williamsville	44-45	32,128	30,015	7%	2,249	3.4%	77	72	Ontario/Monroe
Woodbury-Williamsville	45-46	17,028	15,908	7%	1,192	3.4%	40	38	Monroe/Franklin/Ontario/Livingston
Woodbury-Williamsville	46-47	15,638	14,609	7%	1,095	3.4%	38	35	Monroe/Livingston/Genesee
Woodbury-Williamsville	47-48	21,470	19,898	7%	1,503	3.5%	53	49	Monroe/Genesee/Orleans
Woodbury-Williamsville	48-48A	22,277	20,646	7%	1,559	3.5%	54	50	Genesee/Orleans
Woodbury-Williamsville	48A-49	22,811	20,973	7%	1,597	3.5%	55	51	Erie/Genesee/Niagara/Orleans
Woodbury-Williamsville	49-50	29,165	26,814	7%	2,042	3.4%	70	64	Erie/Niagara
Woodbury-Williamsville	21A-B1	8,443	8,177	7%	591	3.0%	18	17	Rensselaer
Woodbury-Williamsville	B1-B2	14,626	14,165	7%	1,024	3.0%	30	30	Rensselaer
Woodbury-Williamsville	B2-B3	13,255	12,838	7%	928	3.0%	28	27	Columbia
Erie Section	55-56	25,905	25,189	7%	1,813	3.5%	64	62	Erie
Erie Section	56-57	20,800	20,226	7%	1,456	3.6%	52	51	Erie
Erie Section	57-57A	16,646	16,187	7%	1,165	3.7%	43	42	Erie
Erie Section	57A-58	14,412	14,014	7%	1,009	3.7%	38	37	Erie/Chautauqua
Erie Section	58-59	13,970	13,584	7%	978	3.8%	37	36	Chautauqua
Erie Section	59-60	10,455	10,166	7%	732	3.9%	29	28	Chautauqua
Erie Section	60-61	10,153	9,873	7%	711	3.9%	28	27	Chautauqua
BARRIER SYSTEM (CASHLESS TOLL GANTRIES)									
Grand Island Bridges		34,767	28,446	7%	2,434	3.4%	82	67	Niagara/Erie
Yonkers Gantry		25,189	24,008	7%	1,763	3.0%	54	51	Westchester/Rockland
Harriman Gantry		24,160	23,872	7%	1,691	3.6%	60	60	Orange/Rockland
New Rochelle Gantry		59,413	-	7%	4,159	3.8%	159	-	Westchester
Spring Valley Gantry		5,416	-	7%	379	2.9%	11	-	Rockland
Gov Mario M. Cuomo Bridge		81,260	-	7%	5,688	2.0%	116	-	Rockland/Westchester/New York

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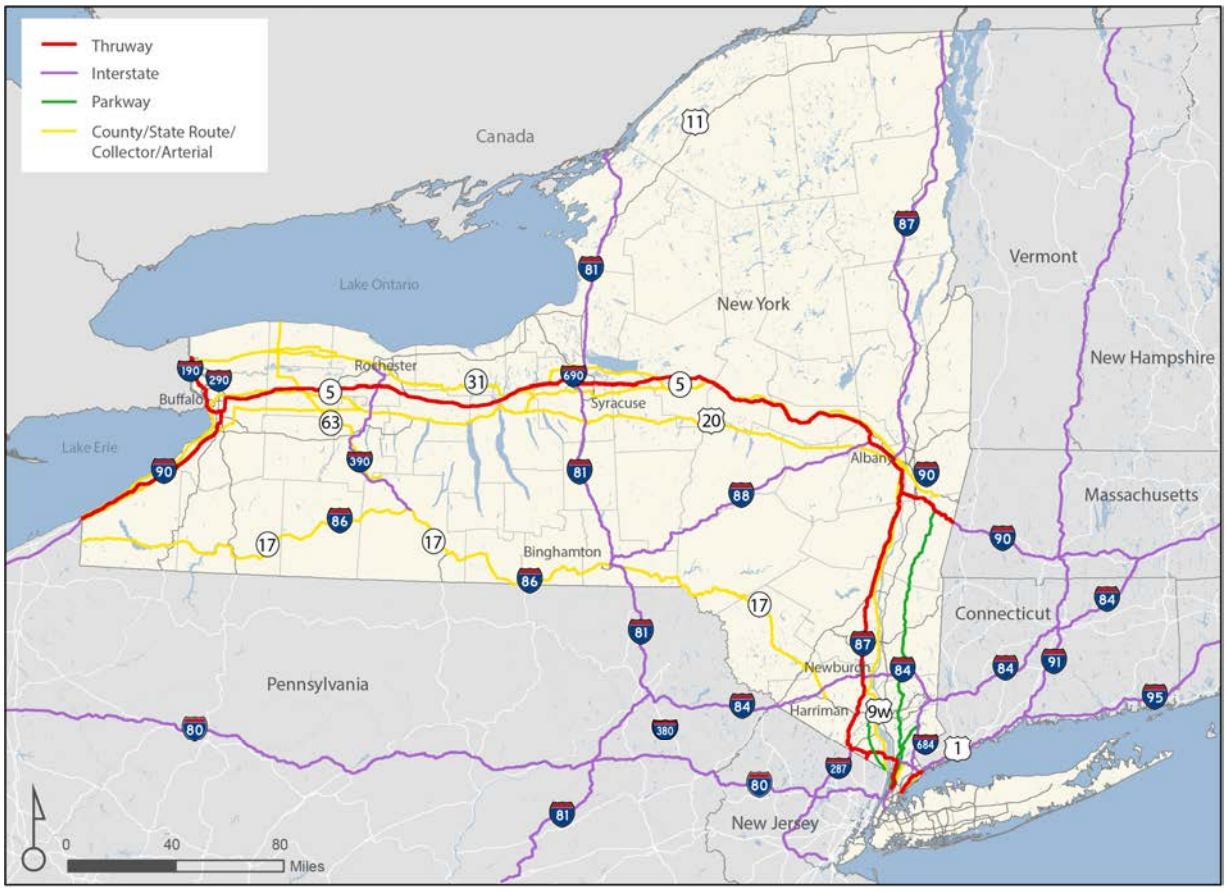
5.2 TOLL LOCATIONS AND THEIR POTENTIAL ALTERNATIVE ROUTES

Primary Diversion Routes – Long Distance Trips

A number of roadways have been identified and analyzed as potential diversion routes; these are anticipated to experience a potential increase in traffic as a result of the proposed toll modifications. The long-distance diversion routes include: State Route 5, US Route 20, State Route 31, State Route 17/I-86, US Route 9W, and the Taconic State Parkway. Figure 7 shows the longer distance primary diversion routes.

Figure 7: Primary Diversion Routes



New Rochelle Toll Gantry

The location of the New Rochelle Toll Gantry is shown in Figure 8. Tolls are northbound only. Two primary diversion routes were identified that vehicles could potentially use to avoid tolls at New Rochelle. First, Boston Post Road (US Route 1) can be accessed via Exit 16 North Avenue and used as an alternate route, but it is circuitous. Second, the Hutchinson River Parkway parallels I-95, but it has many twists and turns, is typically congested, and does not allow trucks.

It is important to point out that both of these diversion routes are already fairly congested and involve travel times up to 10-20 minutes longer than using the Thruway. As a result, these alternate routes are not very attractive options and little diversion is anticipated, leading to the conclusion that any impact due to the proposed toll

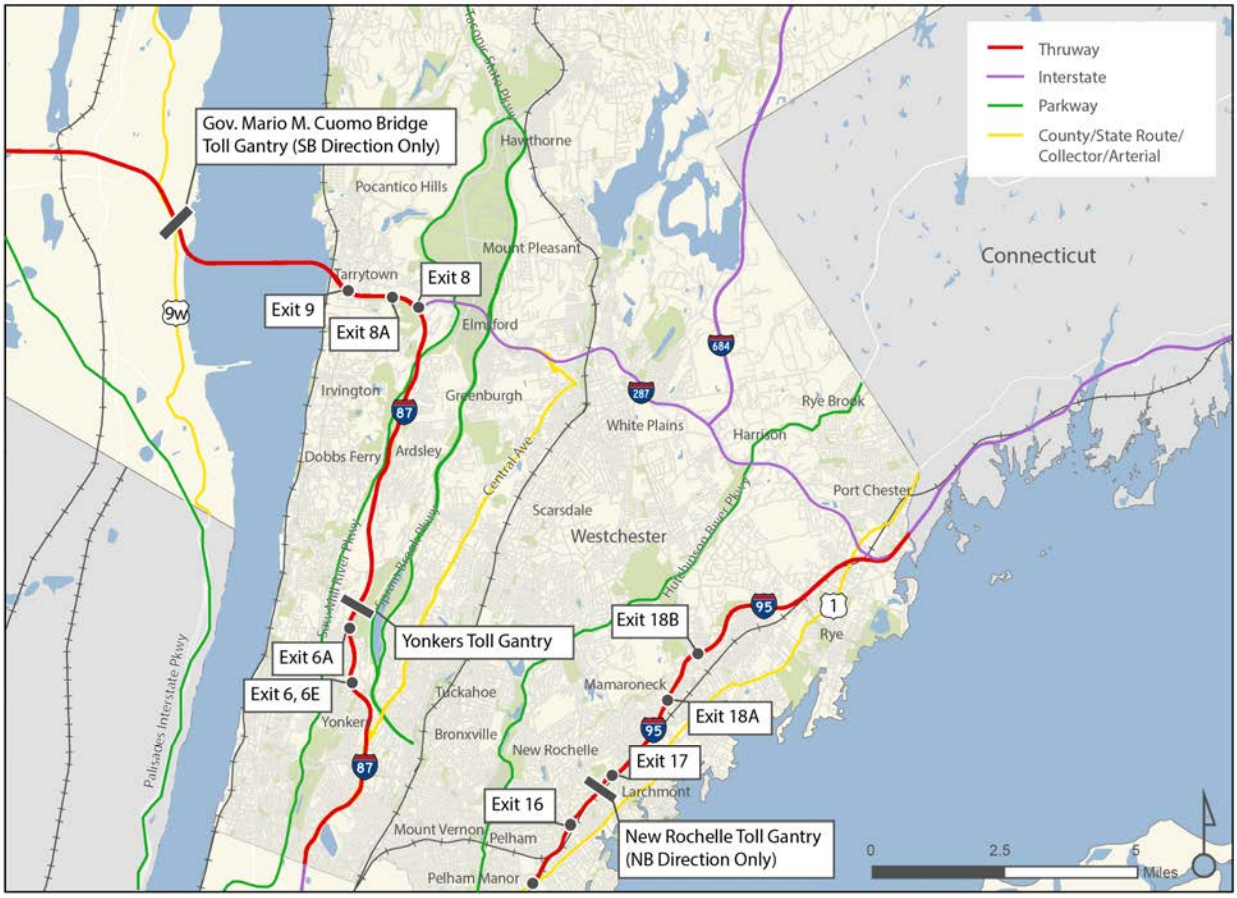
modifications would be minor. As shown previously in Table 31, an estimated 3.8 percent of traffic from this gantry location will divert to alternate routes due to the proposed toll modifications, or about 159 vehicles during the peak hour.

Yonkers Toll Gantry

The Yonkers Toll Gantry is located along I-87 between Stew Leonard Drive and Jackson Avenue in Yonkers (see Figure 8). Tolls at the Yonkers Toll Gantry are collected in both directions. The peak direction is southbound in the AM and northbound in the PM.

Central Avenue (Route 100) serves as the main diversion route parallel to the Thruway that could be used by trucks to bypass the Yonkers Toll Gantry. However, this route has many traffic signals and is quite congested, especially during peak periods, causing it to be a very unattractive diversion route. As a result, it is anticipated that few vehicles would divert from the Thruway to use this route, especially during peak periods. In addition to this, the Saw Mill River Parkway, Sprain Brook Parkway, and Palisades Interstate Parkway, none of which allow trucks, are the main diversion routes for cars. The parkways are attractive options; however, because current customers of the Yonkers Toll Gantry are choosing the Thruway and paying a toll when they could travel for free on an alternate route, the proposed toll modifications are not likely to divert a significant share of traffic. As shown previously in Table 31, an estimated 3.0 percent of traffic from this gantry location will divert to alternate routes due to the proposed toll modifications, or about 54 vehicles in the peak direction during the peak hour.

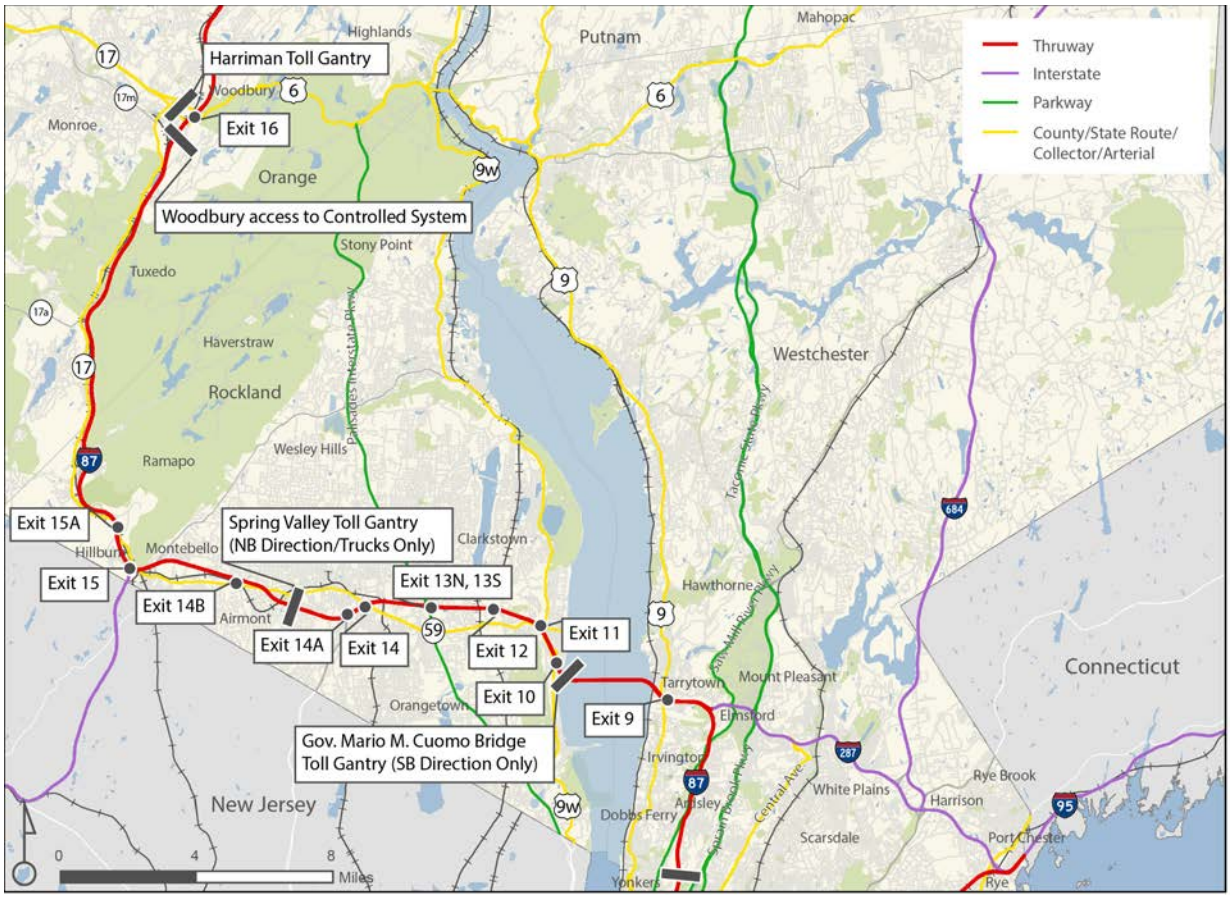
Figure 8: New Rochelle and Yonkers Toll Gantries



Governor Mario M. Cuomo Bridge Toll Gantry

The GMMCB is along I-87/I-287 spanning the Hudson River, as shown in Figure 9. It is a major Hudson River Crossing connecting the areas of New York State west of the Hudson with Westchester County, Connecticut, and New York City. Tolls are collected in the southbound direction, only (eastbound crossing the Hudson). The weekday peak period at the toll gantry is during the AM.

Figure 9: Governor Mario M. Cuomo Bridge and Spring Valley Toll Gantries



A few potential diversion routes are available that may be used to avoid tolls at the GMMCB. Vehicles traveling 30 or more miles north of the GMMCB to lower Westchester County and New York City could use exit 16 to U.S Route 6, cross the Hudson River via the (tolled) Bear Mountain Bridge, and then use Route 9/9A or the Taconic State Parkway to connect with the Cross Westchester Expressway I-287. This alternative route would not be attractive because the route is much slower; it is estimated that taking this diversion route could increase the travel time by 15 minutes or more.

Other potential diversion routes are available to vehicles currently traveling across the GMMCB, but none of the alternatives offer attractive time or money savings, such as the George Washington Bridge to the south, which has a significantly higher passenger car toll than the GMMCB even with the proposed toll modifications. Therefore, diversions from the GMMCB during the peak hours would be expected to be minimal and there would not be a significant impact on traffic due to the effects of the proposed toll modifications. As shown previously in Table 31,

an estimated 2.0 percent of GMMCB traffic will divert to alternate routes due to the proposed toll modifications, or about 116 vehicles in the peak hour.

Spring Valley Toll Gantry

The Spring Valley Toll Gantry lies to the west of the GMMCB on I-87. It tolls only passenger vehicles hauling a trailer and/or other commercial vehicles in toll classes 3L thought 7H, in the northbound direction only. Route 59 is the primary local diversion route. Because only a small fraction of vehicles will see a toll increase, traffic diversion will be minimal. As shown previously in previously in Table 31, an estimated 2.9 percent of traffic from this gantry location will divert to alternate routes due to the proposed toll modifications, or about 11 vehicles during the peak hour.

Harriman Toll Gantry and Sections of the Mainline North to Albany

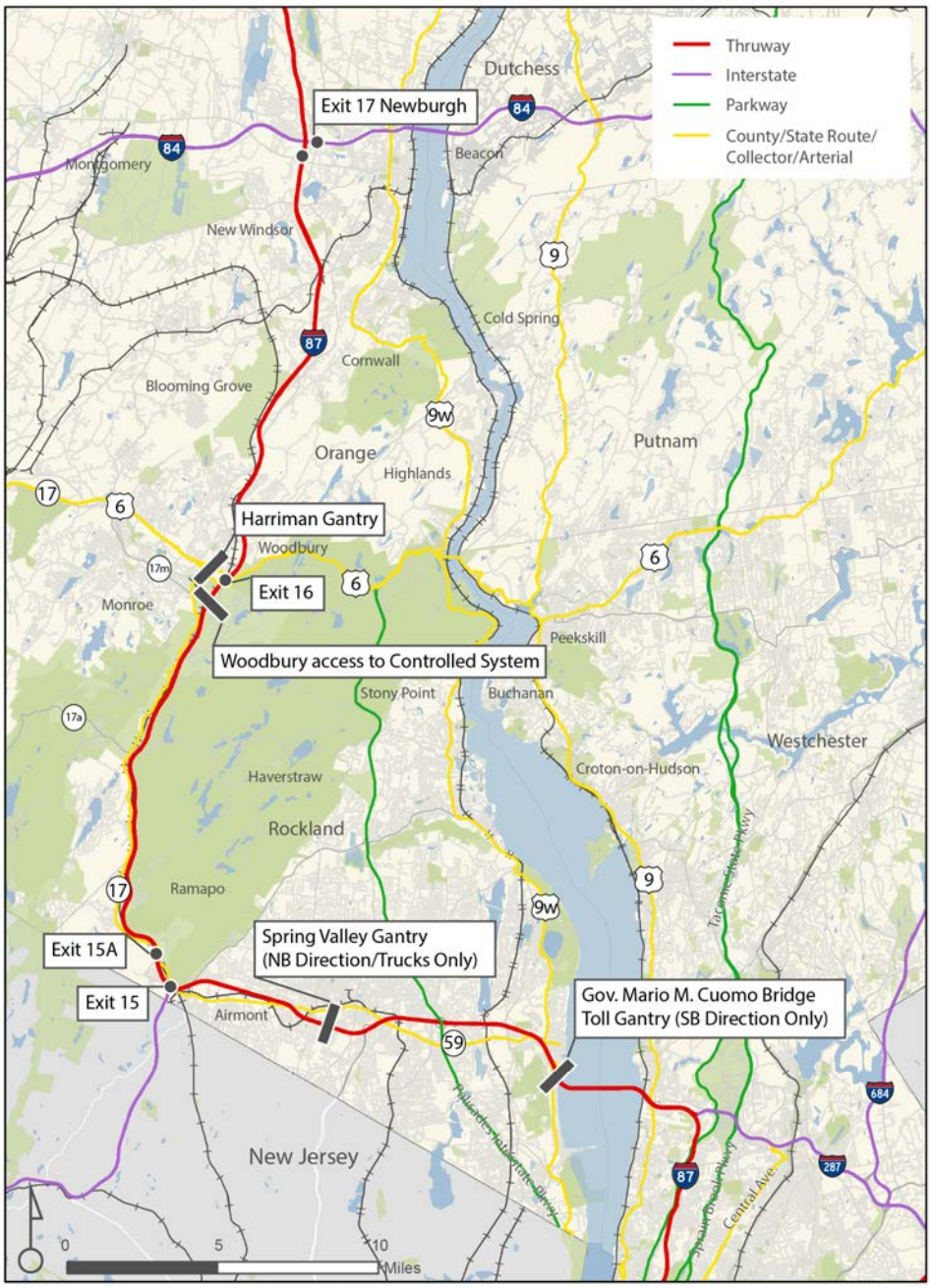
The Harriman toll location as well as the adjacent Woodbury plaza (the southern access to the controlled system, as seen in Figure 10) function as the southern terminus of the Mainline controlled system for Thruway traffic to and from the north, where tolls are based on distance traveled. The Harriman Gantry is also an entry-exit point for traffic to and from the south, with set toll rates by class and payment type. It is anticipated 3.6 percent of total traffic is expected to divert to alternate routes due to the proposed toll modifications.

Trips between the New York City metropolitan area and Syracuse, Rochester, and Buffalo could use Exit 16 at Harriman to access Route 17 and I-86. This route is shorter than the Thruway and it is toll-free. Many vehicles already find this route attractive. For shorter trips, Route 17 is a viable diversion route during most of the day but it is less attractive during the peak periods when some congestion occurs.

For trips traveling north/south on the Thruway west of the Hudson River, the primary alternate routes are State Route 9W (all vehicle types) and the Taconic State Parkway (cars only). As shown previously in Table 31, an estimated 2.8 to 3.0 percent of traffic from the Thruway between Harriman and Albany will divert to alternate routes due to the proposed toll modifications, or about 39 to 58 vehicles in the peak direction during the peak hour.



Figure 10: Harriman Toll Gantry and Woodbury Toll Plaza



Thruway Mainline from Albany to Erie and Skaneateles Corridor

The town of Skaneateles is situated along Route 20, approximately 17 miles west of its intersection with Interstate I-81 in Lafayette and 16 miles to the southwest of Downtown Syracuse. Figure 11 illustrates the location of Skaneateles with respect to other major routes in the region. This location is typical of many locations along the east-west Mainline Section between Albany and Buffalo with US Route 20 and State Route 5 being the primary alternate routes. State Routes 31 and 96 are secondary alternate routes in this area.

Figure 11: Skaneateles Corridor



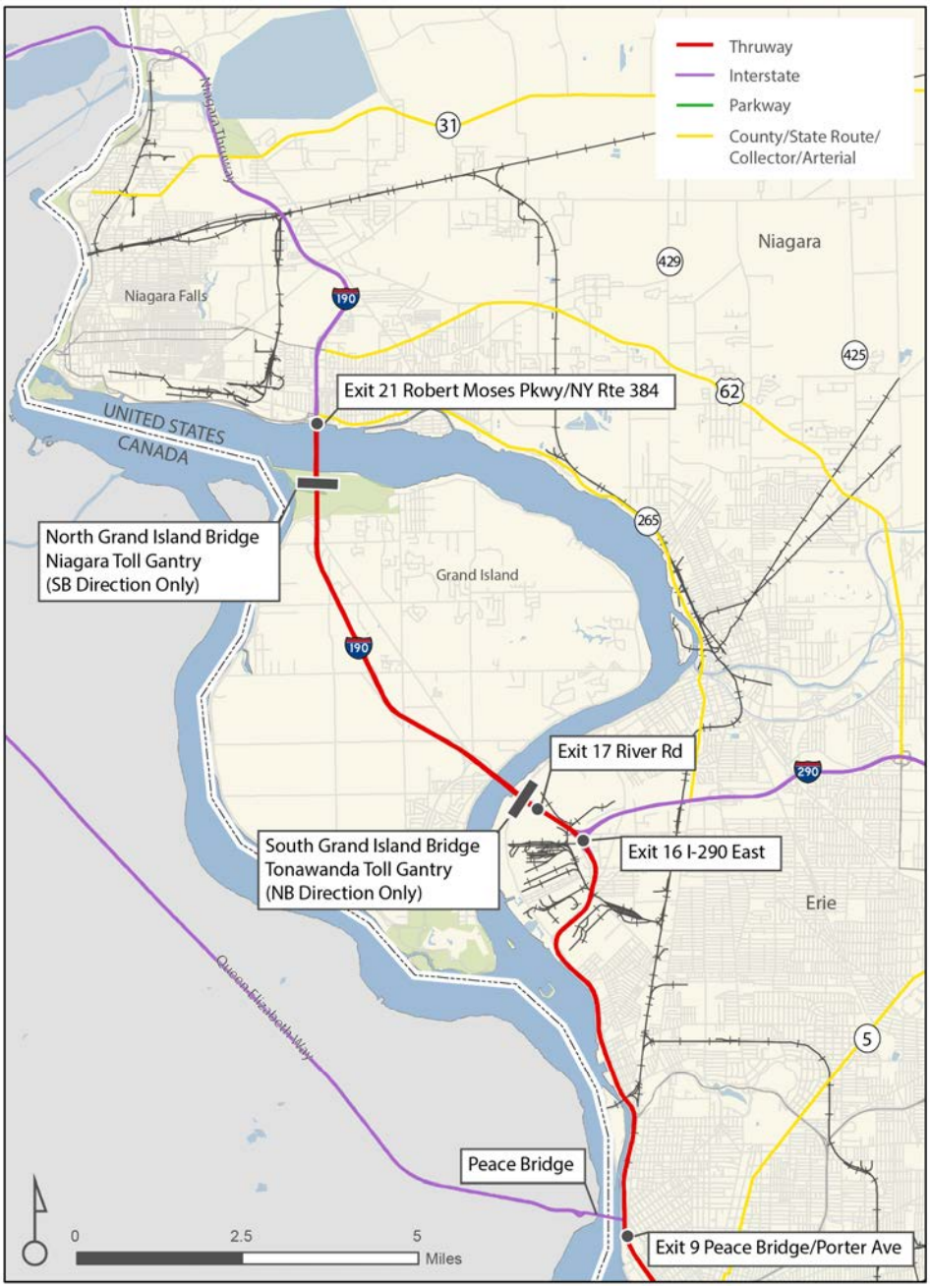
Route 20 between Thruway Exit 41 and I-81 functions as a connector for traffic traveling between the Thruway and points to the south, and it is a desirable route from a travel time and toll-cost perspective for vehicles originating along the Thruway west of Exit 41, destined to the southern leg of I-81 towards Cortland and Binghamton. It is anticipated that the proposed toll modifications would maintain the advantage via Route 20 for certain east-west trips, in terms of total costs. For trips between Buffalo or Rochester and the New York City area, it is not expected that a significant number of vehicles will divert to Route 20 since these longer trips would likely use other major interstates, such as I-390 and I-86. As shown previously in Table 31, an estimated 3.4 percent of traffic from the Thruway in the Skaneateles area will divert to alternate routes due to the proposed toll modifications, or about 41 to 53 vehicles in the peak direction during the peak hour.

Grand Island Bridges

The Grand Island Bridges are located along I-190 and span the Grand Island at two locations connecting Buffalo and Niagara Falls. It is also an important commercial route to Canada (see Figure 12). It is anticipated 3.4 percent of total traffic is expected to divert to alternate routes due to the proposed toll modifications.

For through trips across Grand Island, the only viable diversion routes are Route 265 and Route 62. These routes go around Grand Island entirely and are longer and slower than via I-190. For trips to and from Grand Island, there are no other connecting roadways that could serve as an alternate route. Therefore, there would be no diversions for these customers, only for trips that would have crossed the island entirely As shown previously in Table 31, an estimated 3.4 percent of traffic will divert from the Grand Island Bridges to alternate routes due to the proposed toll modifications, or about 82 vehicles in the peak direction during the peak hour. However, because of a lack of alternate routes, actual trip diversions at these toll gantries will likely be smaller than this, and therefore there would not be a significant traffic impact resulting from the proposed toll modifications.

Figure 12: Grand Island Bridge Toll Gantries



5.3 NO BUILD TRAFFIC ON POTENTIAL ALTERNATIVE ROUTES

NYSDOT's Highway Data Services Bureau maintains a database of traffic at more than 55,000 locations throughout the state. Traffic data, including recent historical volumes, number of lanes, and functional class were summarized for nearly 750 segments of identified potential diversion routes throughout the state. Using the peak hour, directional, and growth rate assumptions discussed in Section 5.1, 2027 No Build volume-to-capacity ("v/c") ratios were estimated to determine the level of congestion on potential alternate routes without any toll changes.

The v/c ratio is defined as the number of vehicles on a facility versus the maximum capacity of the roadway, with a v/c of 1.00 indicating that the facility is operating at capacity. The hourly capacity of each facility was calculated based on the facility type and number of lanes, as defined by NYSDOT and the Highway Capacity Manual. For several routes in the NYC area, hourly capacity of associated facilities was calculated using the NYMTC BPM. Various segments of routes are estimated to be at or near capacity in 2027 before applying the toll modification, experiencing v/c ratios of 0.90 or greater during the peak hour. Segments of potential diversion routes parallel to the Thruway Mainline with 2027 No Build v/c at 0.90 or above during the peak include:

- Portions of Route 5 from Oneida to Erie Counties
- Route 20 in Albany
- Route 32 in Albany County
- Portions of Route 31 in Monroe County
- Segments of US 9W in Orange and Ulster Counties
- Segments of Route 17 in Orange County extending northwest
- I-490 in Rochester
- I-690 in Syracuse

Some potential routes parallel to Thruway toll gantries on the barrier system are also expected to be congested in 2027, showing a v/c ratio greater than 0.90 during the peak hour on some segments. These are:

- The Hutchinson River Parkway
- Route 17 in Orange and Rockland Counties
- I-95 at the George Washington Bridge (eastbound)

Route 5 and Route 31 each have five segments identified to have a No Build peak v/c ratio equal to or greater than 0.90 in 2027. Table 32 is the list of alternate route segments expected to be congested during the peak hour in 2027, grouped by county, before any toll modifications are applied.

Table 32: Congested Segments of Alternate Routes (V/C > 0.9), 2027 No Build

Rte	Road Name	Beginning	Ending	COUNTY	No Build AADT	Total Lanes	Pk Hr Vol/Ln, Peak Dir	Cap/Hr /Ln	No Build V/C
20	Western Ave	ACC CROSSGATES MALL	RT 910F	Albany	48,998	4	1,235	1,200	1.03
32	PEARL ST S	BEG NORMANS KILL BRIDGE/CITY	ACC TO I787	Albany	10,467	2	816	900	0.91
5	NY 5	CITY OF LACKAWANNA	RIDGE RD	Erie	41,918	4	1,763	1,400	1.26
31		CR 136 LONG POND RD	HOWARD RD	Monroe	20,035	2	978	900	1.09
31		TURKHILL RD CR 50	VICTOR RD CR 52	Monroe	20,092	2	1,199	1,200	1.00
31		RT 260	NY 36/NY 531	Monroe	23,553	2	1,168	1,200	0.97
31	LYELL AVE	RT 390 OUTER LOOP	CITY OF ROCHESTER	Monroe	15,309	2	854	900	0.95
31		MARSH RD	ACC RT 490I	Monroe	21,084	2	1,096	1,200	0.91
I-490		CR 269 PENFIELD RD	RT 441	Monroe	124,126	6	1,974	2,000	0.99
95	I-95/GW Bridge Eastbound	NY	NJ	New York	141,904	7	1,629	1,750	0.93
5	NY 5/NY 8/NY 12	START NY 5/NY 8/NY 12 OLAP	FRENCH RD UNDER	Oneida	47,660	4	1,265	1,400	0.90
5		HIGHBRIDGE RD	SALT SPRINGS RD	Onondaga	22,875	2	1,276	1,200	1.06
5	E GENESEE ST NY	RT I481 OVER	END 5/92 OLAP	Onondaga	52,924	4	1,249	1,200	1.04
5	E GENESEE ST	START NY 5/NY 92 OVERLAP	RT I481 OVER	Onondaga	49,186	4	1,161	1,200	0.97
I-690	Interstate 690	TEALL AVE UNDER	RT 598 MIDLER AVE OVER	Onondaga	92,144	6	1,843	2,000	0.92
17		END US 6/NY 17 OLAP/EXIT 130	NY17/984C DIVERGE	Orange	58,491	4	1,474	1,400	1.05
17	NY 17	END EXIT 122 MERGE	START US6/NY17/NY17M OLAP	Orange	56,570	4	1,312	1,400	0.94
17	NY 17	NY 302/PINE BUSH RD OVER	NYS RT 211 UNDER	Orange	42,224	4	1,267	1,400	0.90
9W		NEWBURGH CL / NEWBURGH TL	ACC RTS 84I & 52	Orange	48,495	4	1,164	1,200	0.97
17		RAMP TO STERLING MINE RD CR	OLD ROUTE 17 TO I-87/I-287/N	Rockland	36,299	4	857	900	0.95
9W		GRANT AVE	CR 31 LEGGS MILL RD	Ulster	17,854	2	819	900	0.91
907W	Hutchinson River Pkwy	EXIT 14 PELHAMDALE AVE UNDER	EXIT 17 ACC NORTH AVE	Westchester	109,314	6	2,186	2,240	0.98



5.4 TRAFFIC SCREENING

The scope of the toll modification encompasses virtually the entire state. An element of this this Environmental Assessment is a review of the potential impacts of diverting traffic. The range of potential alternative routes can be enormous and significantly geographically diverse. For example, diversions for the New Rochelle tolling point may range from adjacent arterials for local traffic to routes as far away as I-90 for long-distance commercial trips.

For this study we have developed a "worst case" scenario methodology. A traffic screening was conducted to determine the potential increases in traffic due to the proposed toll modification and assess potential congestion and other impacts on alternate routes. Nearly 750 segments of likely diversion routes were identified and screened. In reality there are many more potential alternate routes, and it would not be practical to analyze each of them as the over whelming majority would have de minimis impacts due to the action. We applied a conservative approach, as driver decisions are unpredictable, have varying levels of familiarity with the roads, and have differing opinions on the convenience of the available alternatives. The analysis assumed as a scenario where 100 percent of the diverted trips would select each of the "most likely" alternative routes identified. The alternative roadways were evaluated to determine if the diverted trips would cause that roadway to fail in operation or otherwise be impacted by the actions. If a route was screened to be potentially impacted, it would be analyzed in more detail.

5.4.1 Methodology

The following screening criteria were used to determine the locations most impacted in terms of peak hour/peak direction traffic:

- A v/c ratio higher than 0.90 in the peak hour/peak direction
- A traffic increase of greater than 10 percent in the peak hour/peak direction with the proposed toll modification

As a v/c ratio of 0.90 was used for this screening because it signals that a roadway is approaching capacity and has a level of congestion that is causing the roadway to operate at reduced speeds. If the proposed toll modification were to increase traffic by 10 percent or more on an alternate route that already had a v/c of over 0.90, that route would reach or exceed capacity, which could result in further speed reduction. All environmental assessments conducted over the past 20 years for proposed Authority toll modifications have successfully used this screening methodology as a way of determining where there might be significant impacts on alternative route congestion requiring a more detailed analysis of these routes.

In screening the traffic with proposed 2024 through 2027 toll modifications, *no* segments were found that met both these criteria; however, several congested segments (v/c greater than 0.90) that were calculated to have a traffic increase of 1 to 8 percent due to toll diversion were discovered (assuming as a worst case that *100 percent* of diverted traffic is applied to *each* route). Section 5.4.2 discusses alternative routes with a v/c of 0.90 or higher.



5.4.2 Potential for Adverse Impacts

Table 33 presents the estimated change in peak hour traffic operations as a result of the proposed toll modifications. Details are presented for roadway segments screened and found to have a v/c ratio of 0.90 or higher, either before or after the toll modifications are applied (i.e., for the No Build or Build condition). The county and a brief description of roadway segment start and endpoints are provided.

For alternative routes with a v/c ratio of 0.90 or higher, the proposed toll modifications are anticipated to divert up to 141 PCEs during the peak hour. If diversion were split among multiple alternative routes, the amount of traffic diverted to individual routes would be less. Moreover, the v/c ratios on the affected alternate routes are not anticipated to significantly deteriorate, with potential increases between 0.01 and 0.07 as a result of the proposed toll modifications (see Table 33). This assumes very conservatively that *all* diversion traffic is applied to *each* alternate route, with more distant routes and overall trip reductions not considered; if the diversion were split among routes, almost all routes would see increases in their traffic and v/c ratios that are less than half the amounts shown in the table. For example, Route 32/Pearl Street in Albany County is a less likely diversion route than the larger nearby Route 9W, or the Taconic State Parkway across the Hudson River, and will likely absorb only a fraction of the 64 PCEs expected to divert from the adjacent section of the Thruway during the peak hour. While many segments along alternate routes currently experience congested traffic conditions, the proposed toll modifications would have a negligible effect on existing traffic operations. The diverted traffic will likely be less than shown for this screening analysis since already-congested routes will not be attractive options. As the proposed toll modifications are not anticipated to result in a significant change to traffic operations on alternate routes nor exceed the impact thresholds noted above, no further analysis is deemed necessary.

It is also important to note that based on historical trends, diversions to alternate routes are likely to be temporary. Time and other factors (such as driver VOT, fuel costs, and increased congestion) along local roads tend to reverse the diversion effects of toll increases, and this is expected to be the case with this proposed toll modifications. Therefore, no significant adverse impacts are anticipated.



Table 33: Traffic Screening Analysis - Change in Peak Hour, Peak Direction Traffic and V/C ratio as a Result of Toll Modification, Most Affected Segments of Alternate Routes

Route	RDNAME	County	Beginning	Ending	Parallel to Thruway Segment	Diversion PCEs Applied*	No Build V/C	Build V/C	Change in V/C	% Change in Traffic
5	NY 5	Erie	CITY OF LACKAWANNA	RIDGE RD	55-56	75	1.26	1.29	0.03	2%
5		Erie	RAMP TO RT 179 EB	CITY OF LACKAWANNA	55-56	75	0.89	0.91	0.02	2%
5	NY 5/NY 8/NY 12	Oneida	START NY 5/NY 8/NY 12 OLAP	FRENCH RD UNDER	31-32	34	0.90	0.92	0.01	1%
5		Onondaga	HIGHBRIDGE RD	SALT SPRINGS RD	34-34A	55	1.06	1.11	0.05	4%
5	E GENESEE ST NY	Onondaga	RT I481 OVER	END 5/92 OLAP	34-34A	55	1.04	1.06	0.02	2%
5	E GENESEE ST	Onondaga	START NY 5/NY 92 OVERLAP	RT I481 OVER	34A-35	38	0.97	0.98	0.02	2%
5		Onondaga	RT 321 JCT BENNETS COR	RT 174	39-40	57	0.86	0.91	0.04	5%
17		Orange	END US 6/NY 17 OLAP/EXIT 130	NY17/984C DIVERGE	S of 17	63	1.05	1.08	0.02	2%
17	NY 17	Orange	END EXIT 122 MERGE	START US6/NY17/NY17M OLAP	S of 17	63	0.94	0.96	0.02	2%
17	NY 17	Orange	NY 17K UNDER	NY 302/PINE BUSH RD OVER	17-18	54	0.90	0.92	0.02	2%
17	NY 17	Orange	NYS RT 211 UNDER	END EXIT 122 MERGE	17-18	54	0.89	0.90	0.01	1%
17	NY 17	Orange	NY 302/PINE BUSH RD OVER	NYS RT 211 UNDER	17-18	54	0.90	0.92	0.02	2%
17		Rockland	RAMP TO STERLING MINE RD CR	OLD ROUTE 17 TO I-87/I-287/N	Harriman Barrier	65	0.95	0.99	0.04	4%
20	Western Ave	Albany	ACC CROSSGATES MALL	RT 910F	24-25	104	1.03	1.07	0.04	4%
31		Madison	Onon/Mad Co Line	CR 1 KIRKVILLE RD	34-34A	55	0.88	0.94	0.06	7%
31		Monroe	CR 136 LONG POND RD	HOWARD RD	46-47	44	1.09	1.14	0.05	5%

Route	RDNAME	County	Beginning	Ending	Parallel to Thruway Segment	Diversion PCEs Applied*	No Build V/C	Build V/C	Change in V/C	% Change in Traffic
31		Monroe	TURKHILL RD CR 50	VICTOR RD CR 52	44-45	85	1.00	1.07	0.07	7%
31		Monroe	RT 260	NY 36/NY 531	46-47	44	0.97	1.01	0.04	4%
31	LYELL AVE	Monroe	RT 390 OUTER LOOP	CITY OF ROCHESTER	45-46	47	0.95	1.00	0.05	5%
31		Monroe	MARSH RD	ACC RT 490I	45-46	47	0.91	0.95	0.04	4%
32	PEARL ST S	Albany	BEG NORMANS KILL BRIDGE/CITY	ACC TO I787	22-23	64	0.91	0.98	0.07	8%
62		Niagara	77TH ST	JCT RT 190I NIAGARA EXPY	Grand Island Bridges	87	0.86	0.90	0.04	4%
95	I-95/GW Bridge Eastbound	New York	NY	NJ	Gov Mario M Cuomo Bridge	129	0.93	0.95	0.02	2%
907W	Hutchinson Riv	Westchester	EXIT 14 PELHAMDALE AVE UNDER	EXIT 17 ACC NORTH AVE	New Rochelle Barrier	141	0.98	1.00	0.02	2%
9W		Orange	NEWBURGH CL / NEWBURGH TL	ACC RTS 84I & 52	S of 17	63	0.97	1.00	0.03	3%
9W		Ulster	GRANT AVE	CR 31 LEGGS MILL RD	19-20	50	0.91	0.97	0.06	6%
9W		Albany	RT 910A BETHLEHEM CTR	START 9W/32 OLAP	22-23	64	0.86	0.92	0.05	6%
I-490		Monroe	CR 269 PENFIELD RD	RT 441	45-46	47	0.99	0.99	0.01	1%
I-690	Interstate 690	Onondaga	TEALL AVE UNDER	RT 598 MIDLER AVE OVER	35-36	41	0.92	0.93	0.01	1%

**Passenger car equivalents - it is assumed that an average truck is equivalent to two cars.*
*Note that for this screening analysis **all** diverted traffic is applied to **each** alternate route.*

5.5 SHIFT IN DAILY VEHICLE-MILES TRAVELED (VMT)

To determine shifts in vehicle-miles traveled (VMT), daily diversion volumes were split among the alternative routes. Table 34 shows the estimated shift in daily VMT from the Thruway to alternate parallel routes for each county in New York State with air quality non-attainment or maintenance status. As noted, most of the diverted VMT, approximately 58 percent, would occur on principal arterials, such as Route 20 in Erie County. An estimated 19 percent of diverted VMT is anticipated to shift to freeways and expressways; this includes all the various parkways in Westchester County, such as the Sprain Brook Parkway and Taconic State Parkway. In addition, approximately 23 percent of diverted VMT is expected to shift to more local routes including minor arterials and collector routes, such as Route 5 in Montgomery County.

Table 34: Shift in Daily Vehicle-Miles Traveled from Thruway to Alternate Routes by Roadway Type

County	NYSDOT Region	Shift in Daily VMT to Alternate Routes			
		Freeways / Expressways	Principal Arterials	Minor Arterials / Collectors	Total
Albany	1	-	35,065	9,603	44,668
Greene	1	-	1,978	9,559	11,537
Rensselaer	1	-	12,747	-	12,747
Schenectady	1	3,108	11,505	2,452	17,065
Montgomery	2	-	-	16,581	16,581
Genesee	4	-	14,820	11,614	26,434
Livingston	4	-	5,311	2,285	7,596
Monroe	4	11,050	8,241	5,026	24,316
Ontario	4	-	18,979	10,268	29,247
Orleans	4	-	12,784	-	12,784
Wayne	4	-	10,758	8,642	19,401
Chautauqua	5	-	23,687	10,947	34,634
Erie	5	-	52,226	3,820	56,046
Niagara	5	-	35,564	-	35,564
Dutchess	8	17,864	-	-	17,864
Orange	8	18,900	16,537	18,591	54,028
Putnam	8	10,683	-	-	10,683
Rockland	8	6,924	9,525	6,847	23,296
Westchester	8	33,780	24,611	2,931	61,322
Schoharie	9	-	8,558	-	8,558
New York	11	1,157	-	-	1,157
Total All Regions		**103,467**	**302,897**	**119,165**	**525,530**
Percent by Roadway (of Total Diverted VMT)		**19%**	**58%**	**23%**	**100%**

Table 35 shows peak hour VMT diverted to alternate routes that currently experience high congestion (V/C over 0.95). This analysis includes the full length of the alternate route parallel to a segment of the Thruway. As noted in this table, the estimated diverted volume in the peak hour/peak direction onto these alternate route segments ranges from 9 to 80. Looking at the first row of the table, the 48 peak hour vehicles estimated to divert to this 6.4-mile segment of Route 20, a portion of which is congested, are estimated to generate an incremental 307 vehicle miles. Though not shown in the table, it should be noted that passenger vehicles account for some 93 percent of the diverted vehicle-miles of travel; the estimated truck share of the total diverted vehicle-miles of travel is less than 7 percent.



Table 35: Shift in Peak Hour Vehicle-Miles Traveled on Alternate Route Segments with Congested Portions (V/C>0.95)

Route	County	NYSDOT Region	Parallel to Thruway Segment	Alternate Route Length (mi)	Peak Hr / Pk Dir Diversion Volume	Peak Hr Diverted VMT
20	Albany	1	24-25	6.4	48	307
I-490	Monroe	4	45-46	32.3	10	327
31	Monroe	4	44-45	5.9	26	151
31	Monroe	4	45-46	7.0	10	70
31	Monroe	4	46-47	19.4	9	182
5	Erie	5	55-56	10.7	32	342
17	Orange	8	S of 17	17.0	28	475
9W	Orange	8	S of 17	17.9	28	499
17	Rockland	8	Harriman	4.0	60	241
Hutchinson Rvr Pkwy	Westchester	8	New Rochelle	11.6	80	923
					TOTAL	**3,517**

The net vehicle miles-traveled by Air Quality Zone is a measure of the difference between the VMT diverted to each zone minus the decrease in Thruway VMT in each zone. The net VMT changes from the proposed toll modification, discussed further in the Air Quality Chapter in Section 6.3 and presented in Table 38, is close to zero.



6.0 AIR QUALITY

This chapter discusses air quality impacts of the proposed toll modifications.

6.1 INTRODUCTION

Although the proposed toll modifications would not spur an increase in overall traffic volumes, the proposed toll modifications would cause some Thruway traffic to divert to alternate travel routes. Chapter 5.0 provided a detailed discussion of these diversion routes.

Vehicles choosing to divert to alternate travel routes can affect local and regional air quality. Diverted vehicles can add to the existing vehicle volumes already present on local roadways and decrease travel speeds, which would lead to increased idling, braking, and acceleration as compared to Thruway travel. These factors affect the rate at which vehicles emit air pollutants. In addition, diversion to other routes can change the total distance traveled when compared with the same vehicle trip on the Thruway. The changes to route volumes and distances traveled will impact the overall vehicle-miles traveled (VMT), which in turn will impact the total emissions.

The assessment of potential effects to air quality that would result from the implementation of the proposed action included the consideration of local/regional pollutant concentrations along diversion routes and region-wide emissions burden in non-attainment and maintenance areas across New York State. The proposed toll modifications are not anticipated to have a significant adverse impact on local pollutant concentrations or contribute to a significant increase in regional emissions. Increases in traffic on local highways would not reach critical emission thresholds, producing only negligible air quality changes as a percentage of regional transportation-based emissions, as discussed later in this chapter.

6.2 AIR QUALITY REGULATIONS, STANDARDS AND BENCHMARKS

Background

Motor vehicles are a key source of air pollutants for New York State. The federal government has set health protective standards and adopted plans and regulations to maintain those standards. In order to ensure that the proposed regulation complies with these requirements, projections of the impact of the project-related traffic diversion on air quality have been made for the year 2027. Because it is the final year of the proposed set of toll modifications, having the highest toll rates, the greatest impact of the traffic diversion is expected to occur in this year. It is anticipated that over time the perceived costs of the 2027 toll rates will decrease due to inflation. Additionally, it is anticipated that increases in future travel demand and congestion beyond 2027 will diminish the attractiveness of the diversion routes.

Regulations

The Clean Air Act (CAA) of 1970 mandated the development of air quality standards protective of public health. This Act, updated by the Clean Air Act Amendments of 1990 (CAAA90), initiated the development of the National Ambient Air Quality Standards (NAAQS). The NAAQS, shown in Table 36, are the air quality standards developed for the six criteria pollutants, including carbon monoxide (CO), particulate matter (PM), ozone (O3), nitrogen dioxide (NO2), lead, and sulfur dioxide (SO2).

Primary standards set limits to protect public health, including the health of sensitive populations such as asthmatics, children, and elderly populations. Secondary standards set limits to protect public welfare, including protection



against decreased visibility and damage to animals, crops, vegetation, and buildings. At a minimum, states adopt the federal standards. In New York State, the air quality evaluation is based on the general SEQRA guidance from the New York State Department of Environmental Conservation (NYSDEC), and the NYSDOT Transportation Environmental Manual (TEM).

Table 36: National Ambient Air Quality Standards (NAAQS)

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		primary and secondary	Rolling 3 month average	0.15 µg/m3 (1)	Not to be exceeded
Nitrogen Dioxide (NO2)		primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		primary and secondary	1 year	53 ppb (2)	Annual Mean
Ozone (O3)		primary and secondary	8 hours	0.070 ppm (3)	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	$PM_{2.5}$	primary	1 year	12.0 $\mu g/m^3$	annual mean, averaged over 3 years
		secondary	1 year	15.0 $\mu g/m^3$	annual mean, averaged over 3 years
		primary and secondary	24 hours	35 $\mu g/m^3$	98th percentile, averaged over 3 years
	PM_{10}	primary and secondary	24 hours	150 $\mu g/m^3$	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO2)		primary	1 hour	75 ppb (4)	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. Environmental Protection Agency (https://www.epa.gov/criteria-air-pollutants/naaqs-table)
Notes:
(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m3 as a calendar quarter average) also remain in effect.
(2) The level of the annual NO2 standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.
(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O3 standards additionally remain in effect in some areas. Revocation of the previous (2008) O3 standards and transitioning to the current (2015) standards will be addressed in the implementation rule for the current standards.
(4) The previous SO2 standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2)any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO2 standards or is not meeting the requirements of a SIP call under the previous SO2 standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.



Pollutants of Concern

Certain criteria pollutants are of concern if local concentrations become elevated. These pollutants are often assessed on a local, or microscale, level. Most criteria pollutants are also a concern based on their total emissions over a regional/area-wide, or mesoscale, level. The following lists the six criteria pollutants.

CO

CO impacts are local; high concentrations are generally limited to within a relatively short distance of heavily traveled roadways. Local CO concentrations are evaluated where increases in traffic volumes, changes in travel speeds, or changes in roadway geometry can impact these concentrations.

Lead

Lead from motor vehicle emissions is no longer analyzed following the conversion to lead-free gasoline. The following statement regarding lead impacts is noted in the NYSDOT TEM Chapter 4.4.16 on air quality:

"Emissions of lead from motor vehicles have decreased significantly as a result of lead being phased out as an additive in motor vehicle fuels. The FHWA has advised that microscale lead analyses for highway projects are not needed or warranted. Lead emissions from highways have been virtually eliminated as a result of the regulation and legislation prohibiting the manufacture, sale or introduction into commerce of any engine requiring leaded gasoline since model year 1992, sale of only unleaded gasoline, and the requirement for reformulated gasoline to contain no heavy metals (such as lead).".

In addition to the criteria pollutants, the FHWA recommends an assessment of Mobile Source Air Toxics (MSAT), which are those compounds from the list of hazardous air toxics in the CAA that are emitted from motor vehicles.

Ozone and its Precursors (Nitrogen Oxides and Volatile Organic Compounds)

Ozone protects against the harmful effects of solar radiation in the upper atmosphere, while it is a respiratory irritant at ground level. Vehicles do not emit ozone directly; however, they do emit Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x), which form ozone in the presence of sunlight. Due to the chemical reactions, their effects are realized far downwind from their actual release points, making them precursors to this regional scale pollutant. NO_2 is one component of NO_X that is also a regulated pollutant. NO_2 is mostly formed from the transformation of NO in the atmosphere.

PM

PM is comprised of various types of particles that range from visible, settleable dust and fine soot particles that blur visibility to very fine aerosol particles that are inhalable. While all vehicles emit particulates, the quantities from gasoline-fueled fleets are relatively small. However, particulate emissions can be a potential concern for diesel-fueled fleets, such as trucks and buses. Particulate concentrations can vary over short distances and are associated with the point of their generation or entrainment into the air. All references to PM refer to both coarse and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively).

SO_2

Sulfur levels in motor vehicle fuels are extremely low. SO_2 is primarily a stationary-source pollutant from the combustion of coal or oil and is not a concern for highway-related projects.



Attainment Status in New York State and State Implementation Plans

Currently, 30 counties across New York State are designated by the EPA as in nonattainment and maintenance status of the NAAQS for various criteria pollutants, including the eight-hour CO, Ozone, the 24-hour and annual $PM_{2.5}$ standards. These counties and pollutants constitute the subject for analysis in this study and are collectively shown in Table 37.

The regulation encompasses several non-attainment and maintenance counties throughout the State. Figure 13 illustrates the locations of these counties and the Thruway, as well as possible diversion routes.

Figure 13: New York State Non-Attainment and Maintenance Counties

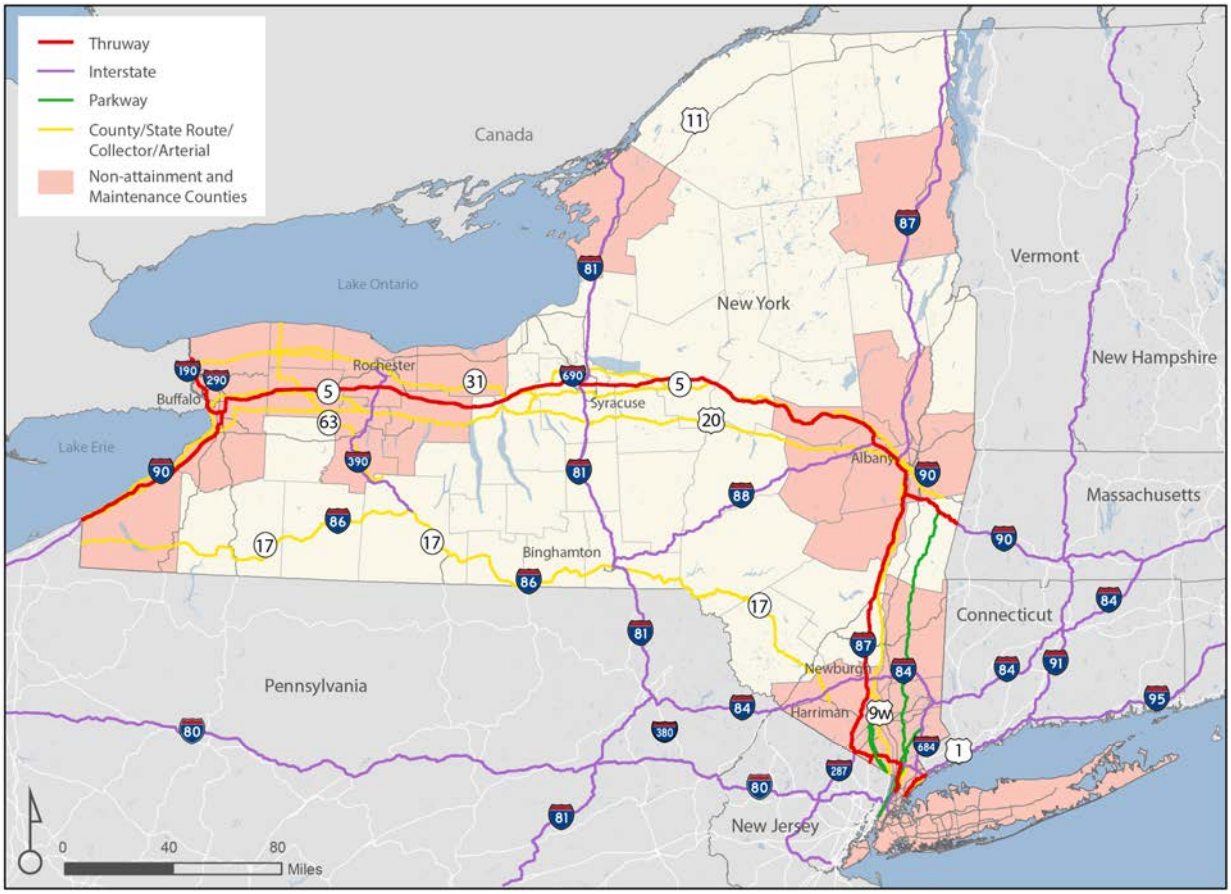


Table 37: Nonattainment and Maintenance Counties in New York State

CLEAN AIR ACT NONATTAINMENT AND MAINTENANCE COUNTIES IN NEW YORK STATE AS OF APRIL 5, 2023							
County	NYSDOT Region	Pollutant					
		1997 Ozone (0.08ppm) "Orphan Area"		2008 Ozone (0.075ppm)		2015 Ozone (0.070ppm)	2006 24-hour and 1997 Annual PM2.5
		Classification					
		Marginal	Moderate	Marginal	Severe	Moderate	Maintenance
Albany	1	x					
Essex (Whiteface Mt 1900ft+)	1	x					
Greene	1	x					
Rensselaer	1	x					
Saratoga	1	x					
Schenectady	1	x					
Montgomery	2	x					
Genesee	4	x					
Livingston	4	x					
Monroe	4	x					
Ontario	4	x					
Orleans	4	x					
Wayne	4	x					
Chautauqua	5			x			
Erie	5		x				
Niagara	5		x				
Jefferson	7		x				
Dutchess	8		x				
Orange	8		x				x
Putnam	8		x				
Rockland	8				x	x	x
Westchester	8				x	x	x
Schoharie	9	x					
Nassau	10				x	x	x
Suffolk	10				x	x	x
Bronx	11				x	x	x
Kings (Brooklyn)	11				x	x	x
New York (Manhattan)	11				x	x	x
Queens	11				x	x	x
Richmond (Staten Island)	11				x	x	x

Source: NYSDOT, April 5, 2023

Notes:

1) *All counties listed above are classified "attainment" for all other Clean Air Act criteria pollutants (i.e. NO2, SO2, Pb).*
2) *St. Lawrence County is designated nonattainment for the 2010 SO2 standard based on the results of a modeling analysis rather than monitored results. SO2 is not considered a pollutant of concern for transportation sources and projects in St. Lawrence County are not eligible for CMAQ funding. Otherwise, any county not listed in this table was originally designated and remains "attainment/unclassifiable" for all Clean Air Act criteria pollutants and transportation conformity is not required for TIPs, Plans or Projects in such counties, and projects in such counties are not eligible for CMAQ funding.*
3) *Any county shown as nonattainment only for the 1997 ozone standard is part of an "Orphan Nonattainment Area." TIPs, Plans and Projects in these counties are subject to transportation conformity, but there are no regional emissions analysis requirements. Non-exempt projects in these counties still must be found to conform before they can receive approvals or funding from the FHWA or FTA.*
4) *The CO Maintenance Plan for Onondaga County was completed on 9/29/2014. After that date, TIPs Plans and Projects in Onondaga County are no longer subject to transportation conformity. Projects in Onondaga County remain eligible for CMAQ funding as per 23 USC 149.*
5) *The USEPA reclassified the New York-Northern New Jersey-Long Island, NY-NJ-CT area including Bronx, Kings, Queens, Nassau, Richmond, Rockland, Suffolk and Westchester Counties to "severe" non-attainment for the 2008 ozone standard effective November 7, 2022.*
6) *The CO Maintenance Plan for Bronx, Kings, New York, Queens, Nassau, Richmond and Westchester Counties was completed on 5/20/2022. After that date, TIPs Plans and Projects in these seven counties are no longer subject to transportation conformity. Projects in these seven counties Onondaga County remain eligible for CMAQ funding as per 23 USC 149.*



6.3 REGIONAL AIR QUALITY CONFORMITY

The toll modification is 100 percent non-federally funded; no federal approvals are required. No-Build VMT data (i.e., without toll changes) were provided by NYSDOT from its HPMS database, and included VMT for all roadways within in each county. Traffic reductions on the Thruway due to the toll modification, plus increases on the alternate routes, have been estimated as discussed in Chapter 5.0 and are included in the VMT for the Build (i.e., with toll modifications) scenario. The Build VMT calculations account for both the volume and length of each route, and also consider whether the trips divert within the county or to another county. To assess the maximum potential impact, the analysis does not consider the consolidation of elimination of some trips because of the higher toll rates. The impact of traffic diversion on the State and regional levels of VMT for those non-attainment and maintenance counties is insignificant as shown in Table 38. At the State level, the VMT difference between the Build and No Build scenarios is negligible. At the regional level, the difference ranges between -0.8 percent and 0.9 percent, and most regions show almost no perceptible VMT difference.

Table 38: VMT Comparison Between Build and No Build Scenarios, and Net VMT

County	NYSDOT Region	Daily VMT			
		No Build	Build	Difference	% Difference
Albany	1	8,925,000	8,924,905	(95)	0.0%
Essex	1	1,647,000	1,647,000	-	0.0%
Greene	1	1,957,000	1,940,805	(16,195)	-0.8%
Rensselaer	1	3,616,000	3,623,929	7,929	0.2%
Saratoga	1	7,413,000	7,413,000	-	0.0%
Schenectady	1	3,185,000	3,186,777	1,777	0.1%
Total Region 1		**26,743,000**	**26,736,416**	**(6,584)**	**0.0%**
Montgomery	2	2,020,000	2,004,847	(15,153)	-0.8%
Total Region 2		**2,020,000**	**2,004,847**	**(15,153)**	**-0.8%**
Genesee	4	2,767,000	2,751,906	(15,094)	-0.5%
Livingston	4	1,918,000	1,925,596	7,596	0.4%
Monroe	4	16,904,000	16,904,789	789	0.0%
Ontario	4	3,882,000	3,868,906	(13,094)	-0.3%
Orleans	4	753,000	765,784	12,784	1.7%
Wayne	4	2,112,000	2,131,401	19,401	0.9%
Total Region 4		**28,336,000**	**28,348,382**	**12,382**	**0.0%**
Chautauqua	5	3,710,000	3,709,021	(979)	0.0%
Erie	5	21,263,000	21,248,944	(14,056)	-0.1%
Niagara	5	4,108,000	4,143,564	35,564	0.9%
Total Region 5		**29,081,000**	**29,101,530**	**20,530**	**0.1%**
Jefferson	7	3,269,000	3,269,000	-	0.0%
Total Region 7		**3,269,000**	**3,269,000**	**-**	**0.0%**
Dutchess	8	7,522,000	7,539,864	17,864	0.2%
Orange	8	11,934,000	11,938,862	4,862	0.0%
Putnam	8	3,371,000	3,381,683	10,683	0.3%
Rockland	8	7,432,000	7,437,287	5,287	0.1%
Westchester	8	21,384,000	21,400,490	16,490	0.1%
Total Region 8		**51,643,000**	**51,698,187**	**55,187**	**0.1%**
Schoharie	9	912,000	920,558	8,558	0.9%
Total Region 9		**912,000**	**920,558**	**8,558**	**0.9%**
Nassau	10	26,161,000	26,161,000	-	0.0%
Suffolk	10	37,234,000	37,234,000	-	0.0%
Region 10		**63,395,000**	**63,395,000**	**-**	**0.0%**
Bronx	11	9,229,000	9,229,000	-	0.0%
Kings	11	12,968,000	12,968,000	-	0.0%
New York	11	8,558,000	8,559,157	1,157	0.0%
Queens	11	20,688,000	20,688,000	-	0.0%
Richmond	11	5,668,000	5,668,000	-	0.0%
Region 11		**57,111,000**	**57,112,157**	**1,157**	**0.0%**
Total All Regions		**262,510,000**	**262,586,076**	**76,076**	**0.0%**



Considering the proposed toll modification is not anticipated to have a significant adverse impact at State and regional levels, as shown in the previous table, and because this project does not require any capital investments, the study concludes that it is also not regionally significant in terms of air quality analysis. In addition, based on guidance from NYSDOT in the previous analysis, if no federal approvals are involved and no Metropolitan Planning Organization ("MPO") TIP action is required, and the project is not regionally significant, the only conformity-related item is that the information pertaining to the toll changes. This includes the new toll rate information by year, vehicle type, and payment type, which should be provided to the appropriate MPOs, namely the NYMTC and the Orange County Transportation Council (OCTC), so the data can be incorporated into future regional conformity emissions analyses, as needed.

6.4 MICROSCALE PARTICULATE MATTER ($PM_{2.5}$) SCREENING

Introduction

The characteristics of total traffic and diesel truck volumes within the area affected by the proposed toll modification (study area) are examined in the sections below. The study area for this screening analysis includes all New York counties traversed by the Thruway and its diversion routes.

It should be noted that for this traffic impact screening, diversion traffic was split *equally* among identified diversion routes.

Traffic Impact

For screening purposes, the 2027 traffic was compared between the No Build and Build scenarios for the twenty worst roadway segments along the diversion routes in the study area is provided in Table 39. The worst segments were selected based on the following criteria:

- Routes with highly congested peak hours (Level of Service D, E, or F) where trucks are not prohibited.
- Segments with high truck volumes and / or high truck percentages
- Segments with high percentage of truck changes or high changes in truck volumes
- Segments located within a non-attainment or maintenance areas.

The daily traffic comparison indicates that the toll modifications would add a maximum of eight percent additional traffic on a diversion route. The increase of daily traffic on most segments ranges between one and four percent, as shown in Table 39, which is minimal.

Impact on Truck Traffic

The daily truck volume comparison for 2027 presented in Table 39 shows that the increase in daily truck traffic on most of the segments with the Build condition is generally six percent or less. There are two segments where the daily truck traffic is estimated to increase by more than ten percent, however, these high percentages represent only small changes to the number of daily trucks. These two segments are on Route 17 in Orange County and on Route 31 in Monroe County, which have daily total traffic volumes of some 14,000 and 20,000 vehicles, respectively. The addition of 70 or 71 daily vehicles to these routes averages less than three trucks an hour, or one truck every twenty minutes, which is not a substantial impact.



Table 39: Daily Traffic and Truck Volume Comparison for the Selected Roadway Segments

ROUTE NAME	BEGIN	END	COUNTY	TOTAL LANES	LOS		DAILY TOTAL VOLUME				DAILY TOTAL TRUCK VOLUME				PERCENT TRUCKS	
					NB	BD	NO-BUILD	BUILD	DIFF	%DIFF	NO-BUILD	BUILD	DIFF	%DIFF	NO-BUILD	BUILD
5	RAMP TO RT 179 EB	CITY OF LACKAWANNA	Erie	6	D	D	40,548	41,453	904	2%	2,433	2,587	154	6%	6%	6%
5	CITY OF LACKAWANNA	RIDGE RD	Erie	4	F	F	41,918	42,823	904	2%	2,934	3,088	154	5%	7%	7%
5	CONN TO ROUTE 75 IS UNDER	RAMP TO RT 179 EB	Erie	6	D	D	45,333	46,069	736	2%	2,063	2,209	147	7%	5%	5%
5	CENTRAL AVE	RT 60	Chautauqua	2	C	D	11,830	12,235	405	3%	1,538	1,667	129	8%	13%	14%
20	END 20/146 OLAP	RT 155 WESTMERE	Albany	4	D	D	33,021	34,361	1,341	4%	1,651	1,768	117	7%	5%	5%
20	ACC CROSSGATES MALL	RT 910F	Albany	4	F	F	48,998	50,339	1,341	3%	1,960	2,077	117	6%	4%	4%
9W	RT 910A BETHLEHEM CTR	START 9W/32 OLAP	Albany	2	D	D	21,570	22,359	789	4%	1,078	1,187	109	10%	5%	5%
32	BEG NORMANS KILL BRIDGE/CITY	ACC TO I787	Albany	2	E	E	10,467	11,255	789	8%	1,151	1,260	109	9%	11%	11%
9W	START 9W/32 OLAP	END 9W/32 OLAP	Albany	4	C	D	31,661	32,450	789	2%	3,166	3,275	109	3%	10%	10%
17	END US 6/NY 17 OLAP/EXIT 130	NY17/984C DIVERGE	Orange	4	F	F	58,491	59,283	791	1%	2,340	2,448	108	5%	4%	4%
9W	NEWBURGH CL / NEWBURGH TL	ACC RTS 84I & 52	Orange	4	E	E	48,495	49,287	791	2%	2,425	2,533	108	4%	5%	5%
17	END EXIT 122 MERGE	START US6/NY17/NY17M OLAP	Orange	4	E	E	56,570	57,362	791	1%	4,526	4,634	108	2%	8%	8%
I-95 EB	NY	NJ	New York	7	E	E	141,904	142,731	826	1%	12,386	12,479	94	1%	9%	9%
5	ACC RT 290I IS UNDER WITH CO	N FOREST RD	Erie	4	D	D	42,083	42,720	637	2%	842	927	85	10%	2%	2%
5	START 5/63 OLAP	END 5/63 OLAP START 5/33/63	Genesee	4	D	D	24,209	24,705	497	2%	2,179	2,258	79	4%	9%	9%
5	END 5/63 OLAP START 5/33/63	END 5/33/63 OLAP START 5/33	Genesee	4	D	D	33,444	33,926	482	1%	2,341	2,414	73	3%	7%	7%
17	RT 6 OVER	RT 17M E JCT HARRIMAN	Orange	2	C	D	14,270	15,126	856	6%	571	642	71	12%	4%	4%
17	RAMP TO STERLING MINE RD CR	OLD ROUTE 17 TO I-87/I-287/N	Rockland	4	E	E	36,299	37,155	856	2%	2,178	2,249	71	3%	6%	6%
17	NY 32	RT 6 OVER	Orange	4	D	D	42,734	43,590	856	2%	4,273	4,344	71	2%	10%	10%
31	TURKHILL RD CR 50	VICTOR RD CR 52	Monroe	2	F	F	20,092	20,805	714	4%	472	542	70	15%	2%	3%

Peak hour levels of service are also shown in Table 39. There are three locations where the roadway LOS degrades from C to D in the Build condition, and no locations that have any further degradation to LOS E or F (where the volume would reach or exceed its designed capacity). Somewhere in the LOS C/D range, traffic begins to slow from a free-flow condition. Of the three locations, a segment of Route 5/Central Avenue in Chautauqua County, which carries around 12,000 vehicles per day, has the most additional trucks with the Build condition. With the addition of 129 daily trucks (an 8 percent increase in truck volumes), this roadway segment has an estimated increase in truck share from 13 percent to 14 percent of total daily traffic. When divided across a day, however, this represents only five to six trucks an hour. This is deemed to not be a substantial impact.

In general, the screening analysis shows that daily truck volume changes at all locations are not substantial.

Screening Criteria for $PM_{2.5}$ Hot Spot Analysis and Summary of Findings

This section provides a screening for project-level $PM_{2.5}$ hot spot analysis based on criteria presented in the Federal Transportation Conformity Regulation at 40 CFR 93.123 (b) (1). The following criteria are used to determine whether the proposed toll modification would cause any concern with respect to air quality:

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

   The toll modification is neither a new highway project nor a highway expansion project, therefore, this criteria is not applicable to this regulation.

2. Projects affecting intersections that are at Level of Service D, E or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

   The results of traffic analysis indicate that there is no substantial or significant increase in diesel vehicle volumes at any one location as discussed in the previous section of this chapter.

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

   Not applicable to this regulation.

4. Expanded bus and rail terminals that significantly increase the number of diesel vehicles congregating at a single facility.

   Not applicable to this regulation.

5. Projects in or affecting locations, areas or categories of sites which are identified in the $PM_{2.5}$ or PM_{10} SIP (approved or adequate submitted SIP) as sites of violation or possible violation

   Not applicable to this regulation.

Conclusion

The Authority, in a consultation with the NYSDOT, has concluded that the proposed toll modification is not a project of air quality concern per the criteria in 40 CFR Part 93.123 (b) (1) and the associated EPA guidance. Based on information provided above that the affected roadways do not have a substantial increase in diesel vehicles, and that



the toll modification will not result in a significant adverse impact to traffic volumes from diesel vehicles, a $PM_{2.5}$ hot spot analysis is not required.

6.5 MICROSCALE CARBON MONOXIDE (CO) SCREENING

Based on guidance provided in the NYSDOT TEM Chapter 4.4.16 on air quality, there are three levels of screening used to determine the need for a detailed CO microscale analysis. The first level of screening focuses on the level of service ("LOS"), while the second level of screening includes the following measures: source-receptor distance, traffic volume increase, vehicle emissions increase, the number of queued lanes, and increase and/or reduction in speed. If the second level of screening fails, Table 3c of TEM Chapter 4.4.16 is used to perform the third level of screening, i.e., volume threshold screening. If any of the screening tests are passed, a microscale analysis would not be warranted.

Level of Service Screening

Due to the extensive geographic coverage of the proposed toll modification, and for practical purposes, it was assumed that this regulation does not pass the first screening level of CO emissions. Therefore, the second level of the screening was performed.

Capture Criteria Screening

The second level of screening described in TEM Chapter 4.4.16 is the Capture Criteria Screening. Per this screening method, a CO microscale analysis is only warranted if one of the following screening criteria are met or exceed:

1) 10 percent or more reduction in the source-receptor distance (that is, the straight-line distance between the edge of the travel lane closest to the receptor and that point of the receptor closest to the roadway):

   No change to the source-reception distance is anticipated; therefore, this criterion is not met.

2) 10 percent or more increase in traffic volume on affected roadways:

   As indicated in Table 39, none of the impacted roadway segments has an increase of 10 percent or more in traffic volumes; therefore, this criterion is not met.

3) 10 percent or more increase in vehicle emissions:

   Consistent with the very minor traffic changes on all impacted routes as presented in the screening analysis in Chapter 5.0, the study has anticipated that the resulting changes in speed and delay would also be minor. This is consistent with the county-level VMT changes and the 20 roadway segments most impacted by truck traffic as shown in Table 38 and Table 39, respectively, in which the changes are significantly lower than 10 percent. Therefore, the impact on the vehicle emissions is also minor and this criterion is not met.

4) any increase in the number of queued lanes:

   No change in the number of queued lanes is anticipated.

5) 20 percent reduction in speed, when the Build estimated average speed is at 30 mph or less.

   As previously mentioned in item 3, the speed and delay changes are minor, and a significant reduction in speed (20 percent) is not anticipated on any of the impacted routes.



The results of the Capture Criteria Screening indicate that the above screening criteria are not met.

Volume Threshold Screening

This third level of the CO screening test is not required since the toll modification has passed the second level of the screening as discussed above.

Conclusion of the CO Screening

Based on the foregoing results, a detailed CO microscale analysis is not warranted because the Capture Criteria Screening was passed.

6.6 MESOSCALE ANALYSIS SCREENING

The NYSDOT TEM Chapter 4.4.16 Air Quality guidance indicates that if a project would significantly affect traffic conditions over a large area, it is appropriate to consider regional air quality effects of the project with a mesoscale analysis. Based on the traffic estimates, the proposed toll modification would not attract a significant volume of new traffic to the diversion routes within the state of New York. Table 38 (page 79) shows the daily VMT comparison between the Build and No Build scenario for all nonattainment and maintenance counties statewide. The impact on the Statewide VMT is negligible, and no more than 0.9 percent change is anticipated in any air quality nonattainment or maintenance area.

Using TEM Chapter 4.4.16 mesoscale screening criteria, the assessment below included the review and evaluation of the proposed action to determine whether further mesoscale analysis was necessary. Typical projects that require a mesoscale analysis are as follows:

- HOV lanes vs general use lanes projects

  Not applicable.

- New or significant modifications to interchanges on access-controlled facilities

  Not applicable.

- Large-scale signal coordination projects

  Not applicable.

- In attainment area, projects having alternatives (including the No Build) with significantly different (10 percent) VMT. In nonattainment and maintenance areas and included in the regional emissions analysis supporting the conformity determination for the TIP and Plan, projects having Build alternatives with significantly different (10 percent) VMT

  The Statewide VMT difference between Build and No Build scenarios is anticipated to be no more than 0.9 percent in any air quality nonattainment or maintenance area, which is well below the 10 percent threshold mentioned in this rule.

- Widening to provide additional travel lanes more than a mile in length.

  Not applicable.



A Mesoscale Analysis is not warranted for this toll modification because the anticipated effect of the proposed toll modification on Statewide VMT is negligible, and no more than 0.9 percent change is anticipated in any air quality nonattainment or maintenance area.

6.7 MOBILE SOURCE AIR TOXICS ANALYSIS

In January 2023, the FHWA updated the interim guidance (3) on how Mobile Source Air Toxics ("MSATs") should be addressed in NEPA documents for highway projects. FHWA developed a tiered approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, FHWA has identified three levels of analysis:

1) Projects with No Meaningful Potential MSAT Effects, or Exempt Projects.

   The types of projects included in this category are:
   - Projects qualifying as a categorical exclusion under 23 CFR 771.117;
   - Projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126; and
   - Other projects with no meaningful impacts on traffic volumes or vehicle mix.

2) Projects with Low Potential MSAT Effects

   The types of projects included in this category are those that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. This category covers a broad range of projects.

   It is anticipated that most highway projects that need an MSAT assessment will fall into this category. Examples of these types of projects are minor widening projects, new interchanges, replacing a signalized intersection on a surface street, and projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic ("AADT").

3) Projects with Higher Potential MSAT Effects

   This category includes projects that have the potential for meaningful differences in MSAT emissions among project alternatives. It is expected that a limited number of projects to meet this two-pronged test. To fall into this category, a project should:

   - Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating a significant increase in the number of diesel vehicles for expansion projects; or
   - Create new capacity or add significant capacity to urban highways such as Interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,0006 or greater by the design year; and also
   - Be proposed to be located in proximity to populated areas.

The proposed toll modification can be categorized into the first level of the above analysis, namely "Projects with No Meaningful Potential MSAT Effects, or Exempt Projects". The amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. As



the anticipated impact of the Statewide VMT is negligible, it can be concluded that the differences in MSAT concentrations between the No Build and Build scenarios are also negligible.

6.8 GREENHOUSE GASES (GHG) EMISSIONS, ENERGY, AND CLIMATE CHANGE

Based on the NYSDOT Environmental Science Bureau ("ESB") Draft 2003 Greenhouse Gas ("GHG") and Energy Analysis Guidelines, the criteria for determining whether a project requires an analysis are as follows:

Regional Significance

- Energy analyses should be performed for all projects listed in Transportation Improvement Plans ("TIPs") and Long Range Plans ("Plans") that have been identified as regionally significant based on the criteria outlined in NYSDOT's Energy Analysis Guidelines for TIPs and Plans.

In addition, the following factors should be considered for projects that are not identified as regionally significant but could have potential impacts on energy, the following quantitative thresholds may be used to determine the need for analysis:

- Change in VMT for each region containing non-attainment or maintenance counties
    - An action along a corridor which could result in a VMT increase of greater than 10 percent
    - An action in an urban area (as defined by the MPO boundaries) which could result in a VMT increase of greater than 1 percent
    - An action in a rural area (within a NYSDOT region not defined as an urban area) which could result in a VMT increase of greater than 1 percent
- Transportation Facility Construction Costs
    - Project costs on transportation facilities resulting in construction costs of $50 million or more (transportation facilities include roadways, rail facilities airports, etc.)

Conclusion

As discussed in Section 6.3 (Regional Air Quality Conformity) this toll modification is not regionally significant in terms of air quality analysis. The VMT difference between the Build and No Build, for each region containing non-attainment or maintenance counties, is no more than 0.9 percent and is negligible at the Statewide level as was shown in Table 38. Additionally, because the proposed action only involves toll modification and no construction, costs are well below $50 million threshold. Therefore, it is concluded that no energy/GHG analysis is needed because the proposed toll modifications would not have a significant adverse impact on energy or GHG impacts.

Since no physical construction is associated with this regulation, in relation to climate change, any potential impacts from a rise in sea level or river flooding are not anticipated or applicable.

It should be noted that new compliance is required under New York State's new Climate Act, with regards to disadvantaged communities – those disproportionately impacted by climate change and air pollution. This is discussed in Section 8.2.



7.0 ECONOMIC IMPACTS

As a result of the proposed modifications, both negative and positive economic impacts will occur. The negative impacts would affect customers of the Thruway to varying degrees. Positive impacts would also affect the Thruway customers and the economic health of New York State.

7.1 PROPOSED TOLL MODIFICATION

The Thruway serves a variety of customers throughout the state, including urban, suburban, and rural areas with a substantial number of out-of-state travelers on certain sections. The traffic is composed of short and long trips, commuters and occasional users, recreational and business travelers, and local delivery and long-distance trucking. Portions of the Thruway serve the major population areas of the State including New York City, Albany, Syracuse, Rochester, and Buffalo, which provide a strong commuter and commercial component to the overall traffic on the System. Additionally, the location of the Thruway along major north-south and east-west corridors supports a large component of long-distance travel and freight movement.

The proposed toll schedule detailed in Chapter 3.0 would increase the base NY E-ZPass rates by 5 percent on January 1, 2024 and January 1, 2027. Out-of-state E-ZPass and Tolls by Mail tolls would be increased from their current rates (15 percent and 30 percent above the NY E-ZPass rate, respectively) to 75 percent above the NY E-ZPass rate. For the GMMCB, the base NY E-ZPass passenger car toll would be increased by 50 cents a year over four years each January 1st from 2024 through 2027. Passenger cars on the Westchester/Rockland Resident Plan will see their discount change from 17 percent to 20 percent, and the 40 percent commuter discount program would be maintained. Commercial rates at the GMMCB would be increased proportionately to the car rates.

The following sections provide narrative on the proposed modifications by location, vehicle type and payment type, and how the typical driver may be impacted.

7.2 IMPACTS ON VARIOUS TYPES OF PASSENGER CAR CUSTOMERS

The Thruway has two types of toll systems: a controlled system, which was converted to cashless tolling in late 2020, and a barrier system of cashless toll gantries. On the controlled system, the toll charged reflects the distance traveled. Barrier system tolls have a single rate for cars of the same payment class that pass under a specific gantry. There are different types of customers: NY and non-NY E-ZPass customers, Tolls by Mail customers, annual permit holders, commuters, and residents. The impacts on different types of customers in the passenger car (2L) class are discussed in the following sections.

Because the toll modification proposes larger increases for vehicles who pay with non-NY E-ZPass and Tolls by Mail on all Thruway facilities and those customers tend to be very infrequent Thruway travelers, impacts on these customers when considered on an annual basis are expected to be minor. These customers can reduce their tolls simply by obtaining a NY E-ZPass. Toll increase impacts can be further mitigated by joining an applicable resident or commuter discount plan. On the GMMCB, where larger toll increases are proposed, greater impacts on customers may occur; again, by switching to a NY E-ZPass or any applicable plans will significantly reduce these impacts.



Passenger Cars on the Controlled System

With the proposed toll adjustments, passenger cars with a NY E-ZPass account will see an increase from the current 4.47¢ per mile to 4.69¢ per mile in 2024 and 4.92¢ per mile in 2027, increases of 5 percent. Passenger cars under the Permit Plan will likewise see 5 percent increases in 2024 and 2027. Passenger cars with an out-of-state E-ZPass account will see an increase from the current 5.14¢ per mile to 8.21¢ per mile in 2024, a 60 percent increase, followed by a 5 percent increase to 8.61¢ per mile in 2027. Tolls by Mail passenger cars on the controlled system would see an increase from the current 5.81¢ per mile to 8.21¢ per mile in 2024, a 41 percent increase, followed by a 5 percent increase to 8.61¢ per mile in 2027.

The "typical customer" on the Thruway controlled system, or any of the barrier system gantries, is a customer who utilizes the Thruway system very infrequently. NY E-ZPass data shows that of transponders with any monthly use, the most common usage is one toll trip per month, followed by two trips per month. Customers with out-of-state E-ZPass travel even less frequently on the Thruway, as many of them reside outside New York. Tolls by Mail customers tend to be the least frequent customers of all. However, the analysis shown in Table 40 assumes a more moderate level of travel to provide some representative annual cost impacts for regular travelers.

Table 40: Representative Additional Annual Cost for Thruway Passenger Car Customers

Thruway Toll Location	Commuter[1]	Resident[2]	Std. NY E-ZPass Customer[3]	Non-NY E-ZPass Customer[4]	Tolls By Mail Customer[5]
1/1/2024 Additional Annual Cost					
Controlled System	$4		$9	$92	$58
Grand Island Bridges	$3	$0	$4	$24	$12
Harriman and Yonkers Barriers	$13		$9	$59	$31
New Rochelle Barrier	$13		$6	$41	$21
Gov. Mario M. Cuomo Bridge	$72	$30	$36	$156	$83
1/1/2025 Additional Annual Cost (Incremental)					
Gov. Mario M. Cuomo Bridge	$72	$48	$36	$31	$21
1/1/2026 Additional Annual Cost (Incremental)					
Gov. Mario M. Cuomo Bridge	$72	$48	$36	$32	$21
1/1/2027 Additional Annual Cost (Incremental)					
Controlled System	$5		$9	$12	$10
Grand Island Bridges	$4	$0	$4	$3	$2
Harriman and Yonkers Barriers	$14		$9	$7	$5
New Rochelle Barrier	$14		$6	$5	$4
Gov. Mario M. Cuomo Bridge	$72	$48	$36	$31	$21

Note: Costs have been rounded to the dollar.
[1]Representative commuter plan customer on the controlled system (permit plan) pays an annual fee and is assumed keep all trips within the 30 mile per trip limit. Representative commuter plan customer on the rest of the system assumed to make 20 round trips per month through a toll barrier.
[2]Representative Resident NY E-ZPass customer (non-commuter) on the Gov. Mario M. Cuomo or Grand Island Bridges assumed to make 10 round trips per month.
[3]Representative Standard NY E-ZPass customer assumed to drive about 4,000 annual miles on the controlled system or make 6 round trips per month though a toll barrier
[4]Representative Non-NY E-ZPass customer assumed to drive about 3,000 annual miles on the controlled system or make 3 round trips per month through a toll barrier.
[5]Representative Tolls by Mail customer assumed to drive about 2,400 annual miles on the controlled system or make 2 round trips per month through a toll barrier.

This assessment assumes a representative NY E-ZPass customer currently travels about 4,000 miles per year on the controlled system. As noted in Table 40, the additional annual costs associated with the proposed toll modifications for these customers would be about $9 in 2024, plus another $9 annually in 2027. A non-NY E-ZPass customer traveling about 3,000 miles a year on the controlled system would have an additional annual cost of $92 in 2024, plus an additional $12 annually in 2027. A Tolls by Mail customer currently traveling about 2,400 miles a year on the controlled system would have an additional annual cost of $58, plus an additional $10 in 2027. Non-NY E-ZPass and Tolls by Mail customers would have the option to get a NY E-ZPass and receive a 75 percent discount starting in 2024. These current non-NY E-ZPass and Tolls by Mail customers would see their annual costs decrease by about $7 and $21, respectively, if they switched to a NY E-ZPass in 2027. For the more frequent users of the Thruway controlled system, purchasing an annual permit, which would have proposed five percent increases in 2024 and 2027 to $92.40 and $97.02, respectively, would provide the more economical means of travel for anyone going more than about 1,970 miles a year within the 30-mile limits per trip.

Passenger Cars on the Grand Island Bridges

At the Grand Island Bridges, the proposed 5 percent increase to the standard NY E-ZPass passenger car toll in January 2024 would increase the rate from $0.95 to $1.00. The out-of-state E-ZPass passenger car and Tolls by Mail tolls would be set to 75 percent above the NY E-ZPass rate. This would result in a 60 percent increase for out-of-state E-ZPass from the current rate of $1.09 to the proposed rate of $1.75, and a 42 percent increase in Tolls by Mail rates from the current rate of $1.24 to the proposed rate of $1.75. The proposed 5 percent NY E-ZPass increase would apply to customers who utilize the two existing Grand Island Bridge discount programs. Because the $0.09 per trip rate for Grand Island Resident Plan customers is so low, this rate would be maintained through 2026. The Grand Island commuter program has a monthly minimum Grand Island Bridge usage charge of $5.60 (and 28¢ per trip in excess of 20 trips), which would be increased to $5.80 per month (and 29¢ per trip in excess of 20 trips) in 2024. The commuter plan is economical for those customers making at least 5 trips per month.

A 5 percent proposed increase for all customers and payment types would occur at the Grand Island Bridges in January 2027. Standard NY E-ZPass passenger car toll would be increased from $1.00 to $1.05. The out-of-state E-ZPass and Tolls by Mail passenger car rates would be increased from $1.75 to $1.83. Grand Island Resident Plan tolls would be increased from $0.09 to $0.10, and the Grand Island commuter program monthly minimum usage charge of $5.80 (and 29¢ per trip in excess of 20 trips) would be increased to $6.20 (and 31¢ per trip in excess of 20 trips) in 2027.

Assuming an average of six round trips per month, a representative standard NY E-ZPass customer at the Grand Island Bridges would see their annual costs for tolls increase by about $4 in 2024 and an additional $4 in 2027. Assuming an average of three round trips per month, a representative non-NY E-ZPass customer would see their annual costs for tolls increase by about $24 in 2024 and an additional $3 in 2027. Assuming an average two round trips per month, a representative Tolls by Mail customer would see their annual toll costs increase by about $12 in 2024 and an additional $2 in 2027. By obtaining a NY E-ZPass, non-NY E-ZPass and Tolls by Mail customers would save 75 percent on their tolls. Between now and 2027, annual costs would decrease by about $1 for these current non-NY E-ZPass customers and by $5 for these current Tolls by Mail customers by switching to a NY E-ZPass.

Passenger Cars at the Yonkers and Harriman Toll Gantries

At the Yonkers and Harriman Gantries, the proposed 5 percent increase to the standard NY E-ZPass passenger car toll in January 2024 would bring the rate from $1.19 to $1.25. The out-of-state E-ZPass passenger car and Tolls by Mail tolls would be set to 75 percent above the NY E-ZPass rate. This would result in a 60 percent increase for out-of-



state E-ZPass rates from the current rate of $1.37 to the proposed rate of $2.19, and a 42 percent increase in Tolls by Mail rates from the current rate of $1.54 to the proposed rate of $2.19. Commuters at each of the two gantry locations have the option of participating in a location-specific commuter plan that charges a monthly minimum usage charge of $19.25 (and 55¢ per trip in excess of 35 trips), which will be increased to $20.30 per month (and 58¢ per trip in excess of 35 trips) in 2024. The commuter plan is economical for those customers that make more than 16 trips per month.

A 5 percent proposed increase for all customers and payment types would occur at the Yonkers and Harriman Gantries in January 2027. Standard NY E-ZPass passenger car toll would be increased from $1.25 to $1.31. The out-of-state E-ZPass and Tolls by Mail passenger car rates would be increased from $2.19 to $2.29. Commuters at each of the two gantry locations who participate in the location-specific commuter plans would see the monthly minimum usage charge of $20.30 per month (and 58¢ per trip in excess of 35 trips) increase to $21.35 per month (and 61¢ per trip in excess of 35 trips) in 2027. The commuter plan is economical for those customers that make over 16 trips per month.

Assuming an average of six round trips per month, a representative NY E-ZPass customer at the Yonkers and Harriman Toll Gantries would see their annual costs for tolls increase by about $9 in 2024 and an additional $9 in 2027. Assuming an average of three round trips per month, a representative non-NY E-ZPass customer would see their annual costs for tolls increase by about $59 in 2024 and an additional $7 in 2027. Assuming an average of two round trips per month, a representative Tolls by Mail customer would see their annual toll costs increase by about $31 in 2024 and an additional $5 in 2027. By obtaining a NY E-ZPass, non-NY E-ZPass and Tolls by Mail customers would save 75 percent on their tolls. Between now and 2027, annual costs would decrease by about $4 for these current non-NY E-ZPass customers and $11 for these current Tolls by Mail customers by switching to a NY E-ZPass.

Passenger Cars at the New Rochelle Toll Gantry

At the New Rochelle Toll Gantry, the proposed 5 percent increase to the standard NY E-ZPass passenger car toll would bring the rate from $1.66 to $1.74 in January 2024. The out-of-state E-ZPass passenger car and Tolls by Mail tolls would be set to 75 percent above the NY E-ZPass rate. This would result in a 60 percent increase for out-of-state E-ZPass rates from the current rate of $1.91 to the proposed rate of $3.05, and a 42 percent increase in Tolls by Mail rates from the current rate of $2.16 to the proposed rate of $3.05. Commuters at the New Rochelle Toll Gantry have the option of participating in a commuter plan that charges a monthly minimum usage charge of $22.00 (and $1.10 per trip in excess of 20 trips) which will be increased to $23.20 per month (and $1.16 per trip in excess of 20 trips) in 2024. The commuter plan is economical for those customers that make over 13 trips per month.

A 5 percent proposed increase for all customers and payment types would occur at the New Rochelle Gantry in January 2027. Standard NY E-ZPass passenger car toll would be increased from $1.75 to $1.84. The out-of-state E-ZPass and Tolls by Mail passenger car rates would be increased from $3.06 to $3.22. New Rochelle commuter plan customers would see the monthly minimum usage charge increase from $23.20 per month (and $1.16 per trip in excess of 20 trips) to $24.36 per month (and $1.22 per trip in excess of 20 trips) in 2027. The commuter plan is economical for those customers that make over 13 trips per month.

Assuming an average of six round trips per month, a representative NY E-ZPass customer at the New Rochelle Toll Gantry would see their annual costs for tolls increase by about $6 in 2024 and an additional $6 in 2027. Assuming an average three round trips per month, a representative non-NY E-ZPass customer would see their annual costs for tolls increase by about $41 in 2024 and an additional $5 in 2027. Assuming an average of two round trips per month, a representative Tolls by Mail customer would see their annual toll costs increase by about $21 in 2024 and an



additional $4 in 2027. By obtaining a NY E-ZPass, non-NY E-ZPass and Tolls by Mail customers would save 75 percent on their tolls. Between now and 2027, annual costs would *decrease* by about $3 for these current non-NY E-ZPass customers and by $8 for these current Tolls by Mail customers by switching to a NY E-ZPass.

Passenger Cars on the Governor Mario M. Cuomo Bridge

Incremental toll increases in each of four years from 2024 through 2027 are proposed for the Governor Mario M. Cuomo Bridge. In January 2024, a 50¢ increase for passenger cars with a standard NY E-ZPass results in a 9 percent toll increase for these customers, bringing their toll from the current $5.75 rate to $6.25. Increases of 50¢ a year are also proposed for January of each of the following three years - 2025, 2026 and 2027 - which calculates to annual increases of about 7 to 8 percent each year, to $6.75, $7.25, and $7.75, respectively.

The out-of-state E-ZPass passenger car and Tolls by Mail tolls would be set to 75 percent above the NY E-ZPass rate. This results in a 66 percent increase in out-of-state E-ZPass rates from the current rate of $6.61 to the proposed rate of $10.94, and a 46 percent increase in Tolls by Mail rates from the current rate of $7.48 to the proposed rate of $10.94. Increases of about 7 to 8 percent a year are proposed for the three following years in January, to $11.81 in 2025, $12.69 in 2026, and $13.56 in 2027, for both out-of-state and Tolls by Mail customers at the GMMCB.

Commuters at the GMMCB currently have the option of participating in a commuter plan that charges a monthly minimum usage charge of $69.00 (and $3.45 per trip in excess of 20 trips) which will be increased by 9 percent to $75.00 per month (and $3.75 per trip in excess of 20 trips) in 2024. Further annual increases of 7 to 8 percent are proposed for commuter plan customers, increasing their monthly minimum usage charge to $81.00 (and $4.05 per trip in excess of 20 trips) in 2025, $87.00 (and $4.35 per trip in excess of 20 trips) in 2026, and $93.00 (and $4.65 per trip in excess of 20 trips) in 2027. Similar to today, the commuter plan will remain economical for those customers that make at least 12 trips per month.

In addition there is a GMMCB Resident Plan available to residents of Westchester and Rockland counties who provide proof of residency. Their current toll of $4.75 will be increased to $5.00 (5 percent) in 2024 with the proposed plan, followed by annual increases of 7 to 8 percent, to $5.40 in 2025, $5.80 in 2026, and $6.20 in 2027. Each of the proposed future rates for Resident Plan customers is 20 percent below the standard NY E-ZPass rate, more than today’s 17 percent discount.

A representative standard NY E-ZPass customer (who is not part of a resident or commuter plan), is assumed to average six round trips per month, and would see their annual toll costs increase by $36 each year from 2024 through 2027. A commuter plan participant at the GMMCB assumed to make 20 round trips per month would see incremental cost increases of $72 each year from 2024 through 2027.

A representative non-NY E-ZPass customer on the GMMCB, assumed to average three round trips per month, would see an annual toll cost increase of $156 in 2024 and additional incremental increases of $31 to $32 each year from 2025 through 2027. A representative Tolls by Mail customer, assumed to average two round trips per month, would see an annual toll cost increase of about $83 in 2024 followed by additional annual increases of $21 in 2025, 2026, and 2027. Impacts can be reduced by obtaining by obtaining a NY E-ZPass. Between now and 2027, annual costs would increase by $41 for these current non-NY E-ZPass customers and by $6 for these current Tolls by Mail customers who switch to a NY E-ZPass. This compares to a 2027 annual savings of $209 and $139, respectively, compared to staying with their current payment method.

A summary of the additional costs for the various representative customers at the different gantries was presented previously in Table 40.



Other Passenger Car Customer Considerations

As discussed herein, customers who currently have a NY E-ZPass will see significantly smaller toll increases than those paying by other methods. Even with the proposed toll modifications, most customers currently utilizing other payment types would actually see a reduction in their toll charges by acquiring a NY E-ZPass. To address passenger customers where automatic replenishment of an E-ZPass account could be a hardship, or who may not have credit cards, several years ago the NY E-ZPass Customer Service Center introduced “Pay per Trip,” an E-ZPass toll payment plan that links a customer’s E-ZPass account to their checking account and pays E-ZPass tolls once per day, direct from a bank account, only on the days when tolls are posted to the E-ZPass account. Neither a prepaid E-ZPass account balance nor a credit card is required for this type of account.

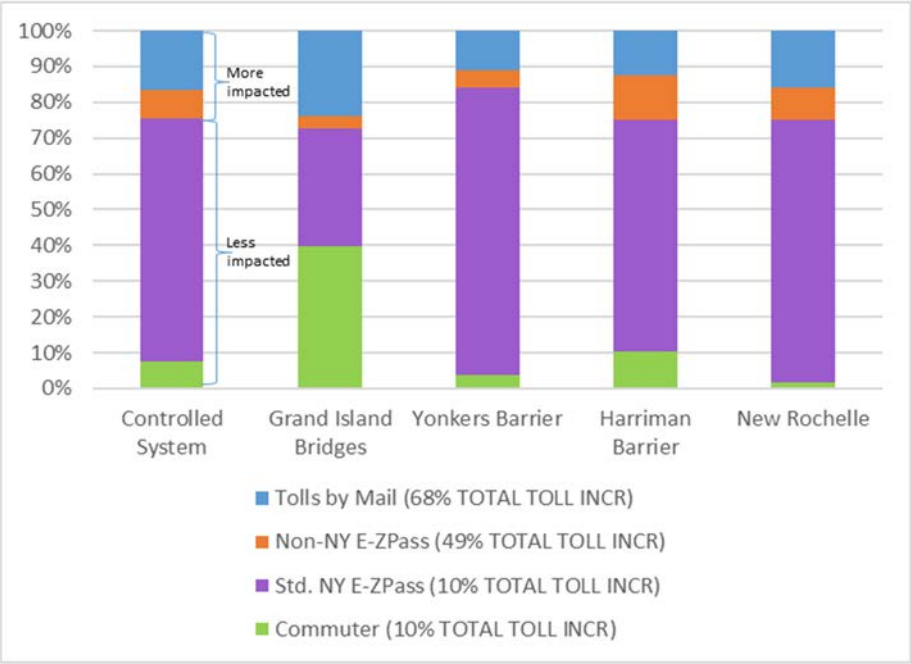
It is also possible for unbanked Thruway customers (i.e., customers without bank accounts) to use E-ZPass. These customers could purchase a prepaid credit card with cash at any retailer that offers them and use the card to replenish their E-ZPass account; alternatively they could purchase a pre-packaged E-ZPass tag with cash at participating retail locations. Unbanked Tolls by Mail customers will be able to take their toll bill to any MoneyGram location and pay their toll bill using cash.

7.3 IMPACTS BY PROPORTION OF THRUWAY TRAFFIC

Figure 14 shows the share of forecasted 2027 passenger car traffic in each payment category and the overall proposed toll increase between now and 2027 for each of these payment categories. All Thruway facilities are included in the figure except the Spring Valley Toll Gantry (which does not toll cars) and the GMMCB, which is addressed separately in Figure 15. Between 73 and 84 percent of passenger car traffic at each facility will see their tolls increase by only 10 percent through 2027 with the proposed modifications. As previously discussed, the non-NY E-ZPass customers and Tolls by Mail customers tend to travel the Thruway much less frequently than NY E-ZPass customers; therefore, the typical customer using one of these payment types will not have a large increase in their Thruway toll costs on an annual basis.



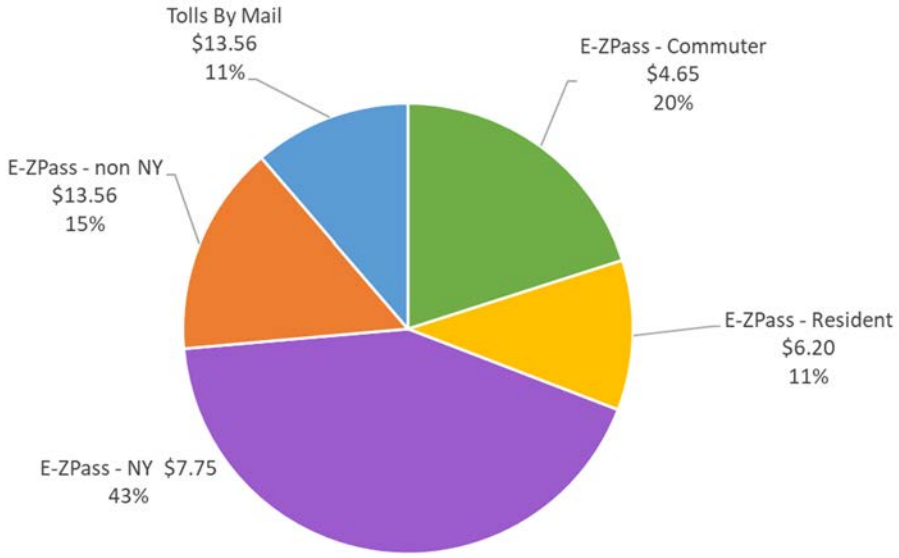
Figure 14: Share of 2027 Passenger Car Traffic by Payment Type



Note: Grand Island Bridge Resident Plan trips included under commuters

Figure 15 provides additional information on the GMMCB, in terms of the split of passenger car traffic paying the various proposed 2027 toll rates. The standard NY E-ZPass car toll is proposed to increase 50 cents over four years, to $7.75 in 2027; an estimated 43 percent of car traffic is expected to be charged this standard rate. If a car makes at least 20 crossings of the GMMCB a month on the commuter plan, they will pay the proposed rate of $4.65 in 2027. An estimated 11 percent of traffic will participate in the Resident Plan, where tolls are proposed to increase to $6.20 per trip. A total of about 74 percent of car traffic will pay less than the $13.56 rate proposed for vehicles without a NY E-ZPass. Impacts are less for infrequent travelers in terms of annual toll costs, which can be reduced or mitigated by switching to a NY E-ZPass or with participation in any applicable NY E-ZPass discount plans.

Figure 15: Governor Mario M. Cuomo Bridge Proposed 2027 Passenger Car Toll Rates and Estimated Share of Traffic by Payment Type



Note: Numbers may not add due to rounding

7.4 RELATIONSHIP OF NON-TOLL COSTS AND IMPACTS OF PASSENGER CAR TOLL INCREASES

The price of fuel for motor vehicles has fluctuated considerably in the last couple of years, by more than a dollar per gallon. The change in the annual cost to motorists due to fuel cost fluctuations is a function of the variation in fuel prices, the fuel efficiency of the vehicle, and the number of miles driven in the year. For instance, a $0.10 rise in the price of fuel for a compact passenger car that gets 40 miles per gallon results in an increase of about 0.25¢ per mile, which equates to 55 percent of the total proposed per-mile toll increase for NY E-ZPass customers, 7 percent of the total proposed per-mile toll increase for non-NY E-ZPass customers, and 9 percent of the total proposed per-mile increase for Tolls by Mail customers on the controlled system. If those compact vehicles travel 13,000 miles a year[3], the total increased fuel cost due to the $0.10 per gallon rise would be $33. Compared to Table 40, this increase in fuel cost would be greater than any annual impacts from the proposed toll adjustment program for NY E-ZPass customers, who make up the vast majority of Thruway trips, with the exception of GMMCB customers.

Information obtained from the Bureau of Transportation Statistics ("BTS") indicates the weighted average real-world fuel economy for combined passenger cars and light-duty trucks is 22.9 miles per gallon (2020 data). For this average vehicle, the increased cost due to a $0.10 rise in fuel prices is about 0.44¢ per mile, close to the 0.45¢ per mile Thruway toll increase for non-NY E-ZPass between now and 2027. The total increased annual fuel cost for

[3] The average miles driven per person in the U.S. in 2022 was 13,476 according to FHWA: https://www.fhwa.dot.gov/ohim/onh00/bar8.htm

driving 13,000 miles is $57. This is more than any of the expected increases resulting from the toll adjustments for the vast majority of Thruway customers.

For a full-sized SUV getting 22 miles per gallon the total annual cost for the same 13,000 miles for a $0.10 rise in fuel prices is $59 per year, a 0.45¢ per mile fuel cost increase. For the vast majority of customers, this $59 increase is more than the additional annual toll costs due to the proposed increase. Variations in fuel prices of $0.25 or $0.50 per gallon have not been uncommon recently. Such changes impact the SUV cost per mile by 1.1¢ to 2.3¢ per mile, both which have much larger impacts than the 0.45¢ per mile total proposed toll increase on the controlled system for NY E-ZPass customers between now and 2027. NY E-ZPass customers make up more trips on the system than any other payment type.

Average 2019 vehicle operating costs, as reported by the American Automobile Association ("AAA"), vary among vehicle types; the estimated operating cost for the average car was 27.67¢ per mile. As part of the toll modifications, the controlled system toll will increase by a total of 0.45¢ per mile between now and 2027 for NY E-ZPass customers, which is equivalent to 1.6 percent of the total per-mile cost of operating an average car; by 3.48¢ per mile for non-NY E-ZPass customers, equivalent to 12.6 percent of the total per-mile cost of operating an average car; and by 2.81¢ per mile for Tolls by Mail, which is equivalent to 10.1 percent of the total per-mile cost of operating an average car.

7.5 IMPACTS ON COMMERCIAL VEHICLES

The proposed toll adjustment would result in percentage increases for commercial vehicles similar to those for passenger car customers. Details on the proposed toll rates for all classes were presented previously in Table 10 (page 20) and Table 11 (page 22).

On the controlled system, the toll charged reflects the distance traveled. Tolls at the barriers (which operate as cashless toll gantries) have a single rate for vehicles of the same class and payment type. By paying with NY E-ZPass, customers are able to take advantage of discounted tolls. As previously discussed in Section 3.4, frequent commercial users also have the option of participating in commercial discount programs, including the S-Discount for non-tandem commercial vehicles and the E-ZPass Commercial Volume Discount. Additionally, commercial drivers can offset their toll expenses by taking advantage of the Highway Use Tax Credit for toll-paid mileage on the Thruway's facilities.

In 2022, commercial vehicles comprised approximately seventeen percent of toll transactions on the Thruway system; however, commercial vehicles accounted for 49 percent of Thruway revenues. In 2022 about 84 percent of all vehicles paid a toll with an E-ZPass transponder. For commercial vehicles, the E-ZPass market share equated to approximately 93 percent, compared to 82 percent for passenger cars. The majority of commercial Thruway E-ZPass trips – about 81 percent – are made by customers with a NY E-ZPass account who can therefore take advantage NY E-ZPass discounts.

For all Thruway facilities except for the GMMCB, the proposed 2024 toll modification would increase toll rates by 5 percent for vehicles paying with NY E-ZPass, approximately 60 percent for vehicles paying with non-NY E-ZPass, and by roughly 42 percent for Tolls by Mail. The 2027 toll modification would increase tolls for all these payment methods by another 5 percent.

At the GMMCB, the proposed 2024 toll modification varies by method of payment. Commuter and Resident plan tolls would increase by 5 percent, standard NY E-ZPass vehicle tolls would increase by 9 percent, non-NY E-ZPass tolls



would increase by 65 percent, and Tolls by Mail tolls would increase by 46 percent. The proposed 2025, 2026, and 2027 toll modifications at the GMMCB would further increase tolls for all payment types on the bridge by an additional 8 percent, 7 percent, and 7 percent, respectively.

Commercial toll modifications, which will be the same as the car toll modifications, are further detailed in the following section; for those do that not currently have a NY E-ZPass, there is the option to reduce impacts by obtaining a NY E-ZPass.

Commercial Vehicles on the Controlled System

Table 41 identifies the proposed toll rate increase by payment type for commercial vehicle classes 4H through 7H on the controlled system. Under the proposed increase, the NY E-ZPass rate for a Class 5H vehicle will increase by 1.1 cents per mile in 2024 and 1.2 cents per mile in 2027. The Class 5H non-NY E-ZPass rate will increase by 15.6 cents per mile in 2024 and 2.1 cents per mile in 2027. The Class 5H Tolls by Mail rate will increase by 12.2 cents per mile in 2024 and 2.1 cents per mile in 2027. As an example of total trip cost, a Class 5H vehicle traveling between Exit 24 (Albany) to Exit 50 (Williamsville) currently pays $61.89 with a NY E-ZPass, $71.19 with a non-NY E-ZPass, and $80.48 with Tolls by Mail. With the toll modification, the proposed rates in 2027 would be $68.24 with a NY E-ZPass and $119.43 with a non-NY E-ZPass or Tolls by Mail.

In 2022, approximately 95 percent of commercial vehicle trips on the controlled system utilized E-ZPass. With the proposed toll modification, some customers who now pay Tolls by Mail may switch payment methods in order to take advantage of the NY E-ZPass program, with its 75 percent discount from other payment types as well as the additional volume discount plan.

Table 41: Changes in Commercial Toll Rates – Cost per Mile on Controlled System

Commercial Vehicle Class:		4H	5H	6H	7H
Current	NY E-ZPass	$0.168	$0.227	$0.282	$0.336
	Non-NY E-ZPass	$0.193	$0.261	$0.324	$0.386
	Tolls By Mail	$0.218	$0.295	$0.366	$0.437
Proposed 2024	NY E-ZPass	$0.176	$0.239	$0.296	$0.353
	Non-NY E-ZPass	$0.309	$0.417	$0.517	$0.617
	Tolls By Mail	$0.309	$0.417	$0.517	$0.617
$ Change current-2024	NY E-ZPass	$0.008	$0.011	$0.014	$0.017
	Non-NY E-ZPass	$0.116	$0.156	$0.194	$0.231
	Tolls By Mail	$0.090	$0.122	$0.151	$0.181
% Change current-2024	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	60%	60%	60%	60%
	Tolls By Mail	41%	41%	41%	41%
Proposed 2027	NY E-ZPass	$0.185	$0.250	$0.310	$0.370
	Non-NY E-ZPass	$0.324	$0.438	$0.543	$0.648
	Tolls By Mail	$0.324	$0.438	$0.543	$0.648
$ Change 2024-2027	NY E-ZPass	$0.009	$0.012	$0.015	$0.018
	Non-NY E-ZPass	$0.015	$0.021	$0.026	$0.031
	Tolls By Mail	$0.015	$0.021	$0.026	$0.031
% Change 2024-2027	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	5%	5%	5%	5%
	Tolls By Mail	5%	5%	5%	5%

Commercial Vehicles at the Cashless Toll Gantries of the Barrier System

The proposed percentage increase in tolls at the cashless toll gantries of the barrier system for NY E-ZPass, non-NY E-ZPass, and Tolls by Mail accounts is similar to the controlled system: 5 percent, 60 percent, and 41 percent in 2024, respectively, followed by another 5 percent increase for all payment types in 2027. The GMMCB is an exception to this, with larger modifications to proposed tolls, and four increases rather than two.

Table 42 through Table 46 present details on the proposed toll modifications at each toll location for the various payment types and vehicle classes 4H through 7H. These tables present the current toll rate, the proposed toll rate, the amount of toll change, and the percentage toll change.

Table 42: Changes in Commercial Toll Rates – Harriman & Yonkers Toll Gantries

Commercial Vehicle Class:		4H	5H	6H	7H
Current	NY E-ZPass	$2.85	$4.04	$4.75	$5.46
	Non-NY E-ZPass	$3.28	$4.64	$5.46	$6.28
	Tolls By Mail	$3.71	$5.25	$6.18	$7.10
Proposed 2024	NY E-ZPass	$2.99	$4.24	$4.99	$5.73
	Non-NY E-ZPass	$5.23	$7.42	$8.73	$10.03
	Tolls By Mail	$5.24	$7.42	$8.73	$10.03
$ Change current-2024	NY E-ZPass	$0.14	$0.20	$0.24	$0.27
	Non-NY E-ZPass	$1.95	$2.78	$3.27	$3.75
	Tolls By Mail	$1.53	$2.17	$2.55	$2.93
% Change current-2024	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	59%	60%	60%	60%
	Tolls By Mail	41%	41%	41%	41%
Proposed 2027	NY E-ZPass	$3.14	$4.45	$5.24	$6.02
	Non-NY E-ZPass	$5.50	$7.79	$9.17	$10.54
	Tolls By Mail	$5.50	$7.79	$9.17	$10.54
$ Change 2024-2027	NY E-ZPass	$0.15	$0.21	$0.25	$0.29
	Non-NY E-ZPass	$0.27	$0.37	$0.44	$0.51
	Tolls By Mail	$0.26	$0.37	$0.44	$0.51
% Change 2024-2027	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	5%	5%	5%	5%
	Tolls By Mail	5%	5%	5%	5%



Table 43: Changes in Commercial Toll Rates – New Rochelle Toll Gantry

Commercial Vehicle Class:		4H	5H	6H	7H
Current	Tolls by Mail	$4.75	$7.60	$8.31	$9.26
	Non-NY E-ZPass	$5.46	$8.74	$9.56	$10.65
	NY E-ZPass	$6.18	$9.88	$10.81	$12.04
Proposed 2024	Tolls by Mail	$4.99	$7.98	$8.73	$9.72
	Non-NY E-ZPass	$8.73	$13.97	$15.28	$17.01
	NY E-ZPass	$8.73	$13.97	$15.28	$17.01
$ Change current-2024	Tolls by Mail	$0.24	$0.38	$0.42	$0.46
	Non-NY E-ZPass	$3.27	$5.23	$5.72	$6.36
	NY E-ZPass	$2.55	$4.09	$4.47	$4.97
% Change current-2024	Tolls by Mail	5%	5%	5%	5%
	Non-NY E-ZPass	60%	60%	60%	60%
	NY E-ZPass	41%	41%	41%	41%
Proposed 2027	Tolls by Mail	$5.24	$8.38	$9.17	$10.21
	Non-NY E-ZPass	$9.17	$14.67	$16.05	$17.87
	NY E-ZPass	$9.17	$14.67	$16.05	$17.87
$ Change 2024-2027	Tolls by Mail	$0.25	$0.40	$0.44	$0.49
	Non-NY E-ZPass	$0.44	$0.70	$0.77	$0.86
	NY E-ZPass	$0.44	$0.70	$0.77	$0.86
% Change 2024-2027	Tolls by Mail	5%	5%	5%	5%
	Non-NY E-ZPass	5%	5%	5%	5%
	NY E-ZPass	5%	5%	5%	5%



Table 44: Changes in Commercial Toll Rates – Grand Island Bridges Toll Gantries

Commercial Vehicle Class:		4H	5H	6H	7H
Current	NY E-ZPass	$2.61	$4.04	$4.28	$4.75
	Non-NY E-ZPass	$3.00	$4.64	$4.92	$5.46
	Tolls By Mail	$3.40	$5.25	$5.56	$6.18
Proposed 2024	NY E-ZPass	$2.74	$4.24	$4.49	$4.99
	Non-NY E-ZPass	$4.80	$7.42	$7.86	$8.73
	Tolls By Mail	$4.80	$7.42	$7.86	$8.73
$ Change current-2024	NY E-ZPass	$0.13	$0.20	$0.22	$0.24
	Non-NY E-ZPass	$1.80	$2.78	$2.94	$3.27
	Tolls By Mail	$1.40	$2.17	$2.30	$2.55
% Change current-2024	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	60%	60%	60%	60%
	Tolls By Mail	41%	41%	41%	41%
Proposed 2027	NY E-ZPass	$2.88	$4.45	$4.71	$5.24
	Non-NY E-ZPass	$5.04	$7.79	$8.24	$9.17
	Tolls By Mail	$5.04	$7.79	$8.26	$9.17
$ Change 2024-2027	NY E-ZPass	$0.14	$0.21	$0.22	$0.25
	Non-NY E-ZPass	$0.24	$0.37	$0.38	$0.44
	Tolls By Mail	$0.24	$0.37	$0.40	$0.44
% Change 2024-2027	NY E-ZPass	5%	5%	5%	5%
	Non-NY E-ZPass	5%	5%	5%	5%
	Tolls By Mail	5%	5%	5%	5%

Table 45: Changes in Commercial Toll Rates – Spring Valley Toll Gantry

Commercial Vehicle Class:		4H	5H	6H	7H
Current	NY E-ZPass Peak	$8.25	$13.50	$14.75	$16.50
	NY E-ZPass Off-Pk	$4.13	$6.75	$7.38	$8.25
	Non-NY E-ZPass	$9.49	$15.53	$16.96	$18.98
	Tolls By Mail	$10.73	$17.55	$19.18	$21.45
Proposed 2024	NY E-ZPass Peak	$8.66	$14.18	$15.49	$17.33
	NY E-ZPass Off-Pk	$4.33	$7.09	$7.75	$8.67
	Non-NY E-ZPass	$15.16	$24.82	$27.11	$30.33
	Tolls By Mail	$15.16	$24.82	$27.11	$30.33
$ Change current-2024	NY E-ZPass Peak	$0.41	$0.68	$0.74	$0.83
	NY E-ZPass Off-Pk	$0.21	$0.34	$0.37	$0.41
	Non-NY E-ZPass	$5.67	$9.29	$10.15	$11.35
	Tolls By Mail	$4.43	$7.27	$7.93	$8.88
% Change current-2024	NY E-ZPass Peak	5%	5%	5%	5%
	NY E-ZPass Off-Pk	5%	5%	5%	5%
	Non-NY E-ZPass	60%	60%	60%	60%
	Tolls By Mail	41%	41%	41%	41%
Proposed 2027	NY E-ZPass Peak	$9.09	$14.89	$16.26	$18.20
	NY E-ZPass Off-Pk	$4.55	$7.45	$8.13	$9.10
	Non-NY E-ZPass	$15.91	$26.06	$28.46	$31.85
	Tolls By Mail	$15.91	$26.06	$28.46	$31.85
$ Change 2024-2027	NY E-ZPass Peak	$0.43	$0.71	$0.77	$0.87
	NY E-ZPass Off-Pk	$0.22	$0.36	$0.39	$0.44
	Non-NY E-ZPass	$0.75	$1.24	$1.35	$1.52
	Tolls By Mail	$0.75	$1.24	$1.35	$1.52
% Change 2024-2027	NY E-ZPass Peak	5%	5%	5%	5%
	NY E-ZPass Off-Pk	5%	5%	5%	5%
	Non-NY E-ZPass	5%	5%	5%	5%
	Tolls By Mail	5%	5%	5%	5%



Table 46: Changes in Commercial Toll Rates – Gov. Mario M. Cuomo Bridge Toll Gantry

Commercial Vehicle Class:		4H	5H	6H	7H
Current	NY E-ZPass Peak	$29.96	$55.77	$69.82	$83.87
	NY E-ZPass Off-Pk	$14.98	$27.89	$34.91	$41.94
	Non-NY E-ZPass	$34.45	$64.14	$80.30	$96.45
	Tolls By Mail	$38.95	$72.51	$90.77	$109.03
Proposed 2024	NY E-ZPass Peak	$32.57	$60.62	$75.89	$91.16
	NY E-ZPass Off-Pk	$16.29	$30.31	$37.95	$45.58
	Non-NY E-ZPass	$57.00	$106.09	$132.81	$159.53
	Tolls By Mail	$57.00	$106.09	$132.81	$159.53
$ Change current-2024	NY E-ZPass Peak	$2.61	$4.85	$6.07	$7.29
	NY E-ZPass Off-Pk	$1.31	$2.42	$3.04	$3.64
	Non-NY E-ZPass	$22.55	$41.95	$52.51	$63.08
	Tolls By Mail	$18.05	$33.58	$42.04	$50.50
% Change current-2024	NY E-ZPass Peak	9%	9%	9%	9%
	NY E-ZPass Off-Pk	9%	9%	9%	9%
	Non-NY E-ZPass	65%	65%	65%	65%
	Tolls By Mail	46%	46%	46%	46%
Proposed 2025	NY E-ZPass Peak	$35.18	$65.47	$81.96	$98.45
	NY E-ZPass Off-Pk	$17.59	$32.74	$40.98	$49.23
	Non-NY E-ZPass	$61.57	$114.57	$143.43	$172.29
	Tolls By Mail	$61.57	$114.57	$143.43	$172.29
$ Change 2024-2025	NY E-ZPass Peak	$2.61	$4.85	$6.07	$7.29
	NY E-ZPass Off-Pk	$1.30	$2.43	$3.03	$3.65
	Non-NY E-ZPass	$4.57	$8.48	$10.62	$12.76
	Tolls By Mail	$4.57	$8.48	$10.62	$12.76
% Change 2024-2025	NY E-ZPass Peak	8%	8%	8%	8%
	NY E-ZPass Off-Pk	8%	8%	8%	8%
	Non-NY E-ZPass	8%	8%	8%	8%
	Tolls By Mail	8%	8%	8%	8%

Commercial Vehicle Class:		4H	5H	6H	7H
Proposed 2026	NY E-ZPass Peak	$37.79	$70.32	$88.03	$105.74
	NY E-ZPass Off-Pk	$18.90	$35.16	$44.02	$52.87
	Non-NY E-ZPass	$66.13	$123.06	$154.05	$185.05
	Tolls By Mail	$66.13	$123.06	$154.05	$185.05
$ Change 2025-2026	NY E-ZPass Peak	$2.61	$4.85	$6.07	$7.29
	NY E-ZPass Off-Pk	$1.31	$2.42	$3.04	$3.64
	Non-NY E-ZPass	$4.56	$8.49	$10.62	$12.76
	Tolls By Mail	$4.56	$8.49	$10.62	$12.76
% Change 2025-2026	NY E-ZPass Peak	7%	7%	7%	7%
	NY E-ZPass Off-Pk	7%	7%	7%	7%
	Non-NY E-ZPass	7%	7%	7%	7%
	Tolls By Mail	7%	7%	7%	7%
Proposed 2027	NY E-ZPass Peak	$40.40	$75.17	$94.10	$113.03
	NY E-ZPass Off-Pk	$20.20	$37.59	$47.05	$56.52
	Non-NY E-ZPass	$70.70	$131.55	$164.68	$197.80
	Tolls By Mail	$70.70	$131.55	$164.68	$197.80
$ Change 2026-2027	NY E-ZPass Peak	$2.61	$4.85	$6.07	$7.29
	NY E-ZPass Off-Pk	$1.30	$2.43	$3.03	$3.65
	Non-NY E-ZPass	$4.57	$8.49	$10.63	$12.75
	Tolls By Mail	$4.57	$8.49	$10.63	$12.75
% Change 2026-2027	NY E-ZPass Peak	7%	7%	7%	7%
	NY E-ZPass Off-Pk	7%	7%	7%	7%
	Non-NY E-ZPass	7%	7%	7%	7%
	Tolls By Mail	7%	7%	7%	7%

Commercial vehicles in New York are required to pay a state ton-mile tax related to annual miles traveled and weight of load carried. The statute allows for these vehicles to receive a credit for toll-paid mileage on the Thruway, which is taken into consideration in the route choice analysis presented in Section 4.2.

As the costs of operation are reflected in the shipping rates, the impacts of increasing commercial vehicle tolls, which represent a small percentage of the total shipping expense, would likely be passed on to the customers and dispersed among the regional economy. The extent of the impact of increased trucking costs on the trucking industry or their customers can be seen by comparing the additional toll charge to the total operating costs of the truckers. According to the American Transportation Research Institute the average marginal cost for operating a truck in 2021 was $1.855 per mile.[4] This includes the driver and vehicle-based costs, such as fuel, repair and maintenance, tires, driver's wages, and benefits. On the controlled system, the largest total toll modification for a commercial vehicle is $0.262 per mile between now and 2027, an increase of 68 percent (Table 41, Class 7H Non-NY E-ZPass). When compared to the 2018 average marginal cost per mile, this amount represents an additional 14 percent. On the GMMCB, this increase is more significant, though difficult to compare on a per mile basis.

The increased tolls would generally be passed through the supply chain to the users of the products. However, not all costs can be directly passed on to the consumer. In some cases, the carrier may have a contracted rate for shipping the products and cannot "pass along" the additional cost until such time as they renegotiate or obtain new contracts. In other cases, the producer of the product has a fixed price to the end user, which is sometimes found in the agricultural industry. In these cases, the additional cost is borne by the producer of the product.

A comparison of the recent fluctuations in the cost of diesel fuel with the proposed toll increase may provide context to the potential economic impacts to commercial vehicles. A change of 60¢ per gallon represents a variation of 12¢ per mile for a large tractor-trailer combination that gets five miles to the gallon. This represents about half of the net impact that would result from the largest proposed toll adjustment on the mainline ($0.262 increase for 7H Non-NY E-ZPass Mail vehicles). Variations in the price of diesel fuel of this magnitude or larger have been common in the last few years.

7.6 REDUCTION OF NEGATIVE IMPACTS

The Authority continually monitors bridge and pavement conditions on the Thruway and, through its asset management program, can predict when maintenance and rehabilitation are needed and prioritize projects for its Capital Program. The current program is primarily focused on pavement resurfacing/replacement and bridge repair/replacement projects.

Without the revenues from the proposed toll modification, the current Capital Program could not be fully implemented. Deteriorating infrastructure that is not repaired or replaced would lead to potential safety issues, lane closures, and delays that would have a direct negative effect on all Thruway users, especially in heavily-traveled areas Increased travel costs would affect businesses and industries throughout the region and would result in higher costs for consumers. The implementation of the toll modifications would assure that the Thruway continues to fulfill its role in supporting the State's economy.

[4] American Transportation Research Institute. *An Analysis of the Operational Costs of Trucking:2022 Update. (August 2022)* https://truckingresearch.org/2022/08/10/an-analysis-of-the-operational-costs-of-trucking-2022-update/



7.7 ECONOMIC BENEFITS OF THRUWAY CAPITAL PROGRAM

The increase in toll rates is proposed to fund the Multi-Year Capital Program for needed rehabilitation, maintenance, and other improvements. The Capital Program includes projects to maintain the roadway and bridges in good condition, as well as to improve traffic flow. Without the toll modification, the current Multi-Year Capital Program could not be fully implemented, resulting in deterioration of pavement and bridge conditions and increased congestion that would negatively affect the safety and level of service experienced by Thruway customers. Congestion and resulting delays that would occur without the toll modifications would impact the local and state-wide economy. Travel delays have a direct negative impact on all Thruway users in heavily traveled areas, increasing travel costs that affect business and industries that result in higher costs for consumers. As part of the Capital Program, congestion relief improvements would be constructed, resulting in economic benefits to the Thruway users in terms of reduced fuel costs and time-savings. The implementation of the toll modifications would assure that the Thruway continues to fulfill its role in supporting the State's economy.

As part of recent Capital Programs, high-speed cashless tolling has now been fully implemented on the controlled system, as it was implemented several years earlier at the barrier system toll gantries. It is expected that this recent change has resulted in significant economic benefits to the Thruway users in terms of reduced fuel costs and time-savings resulting from no longer needing to stop at toll collection points.

7.8 CREATION OF JOBS

In dynamic economic conditions, the highway and bridge systems managed by the Authority are essential to supporting businesses and communities across the State. They are key arteries of commerce, and they transport products, facilitate tourism and recreational activities, and connect residents with their workplaces, all of which generate economic activity. The Authority's investments in ongoing operation and maintenance of the Thruway's highway and bridge system and investments in capital improvements generate substantial economic activity.

The proposed toll modifications were designed to support the financial needs of the Authority including its 2023-2027 $1.9 billion Capital Program. According to data from the FHWA and the White House Council of Economic Advisors ("CEA"), approximately 13,000 full-time jobs are supported by each $1 billion of highway investment.

According to data from the Association of General Contractors, every $1 billion of highway investment supports approximately 12,216 direct jobs, 5,830 indirect jobs and 18,046 induced jobs. Direct jobs are those held by workers employed at highway construction sites, including laborers, specialists, engineers, and managers. Indirect jobs are those held by workers in industries that supply highway construction manufacturers with materials, including those involved in lumber, steel, concrete and cement products, and by offsite construction industry workers, including administrative, clerical, and managerial workers. Induced jobs are those jobs supported throughout the economy when highway construction industry employees spend their earnings.



8.0 OTHER CONSIDERATIONS

As previously noted, no construction is associated with the proposed toll modifications. Therefore, the toll modifications are not expected to have a significant adverse impact on natural resources, water quality, historic/cultural resources, open space, community facilities, hazardous materials, waste disposal, coastal resources, or other areas of potential environmental concern.

The following section discusses other environmental considerations evaluated including noise impacts, toll plaza/gantry operations, land use and community character, energy use impacts, and smart growth.

8.1 NOISE

For state funded projects, the Authority follows the NYSDOT policy, "Noise Analysis Policy and Procedures," dated April 2011 for highway projects. The NYSDOT policy is based on the FHWA regulations. Per NYSDOT guidance, the proposed toll modification, while not a highway project, could be classified as a Type III project since the project does not involve the construction of new highway, substantial horizontal or vertical alteration, the addition of travel lanes, or the addition or substantial alteration of a toll plaza. Type III projects do not require a noise analysis or consideration of noise abatement measures.

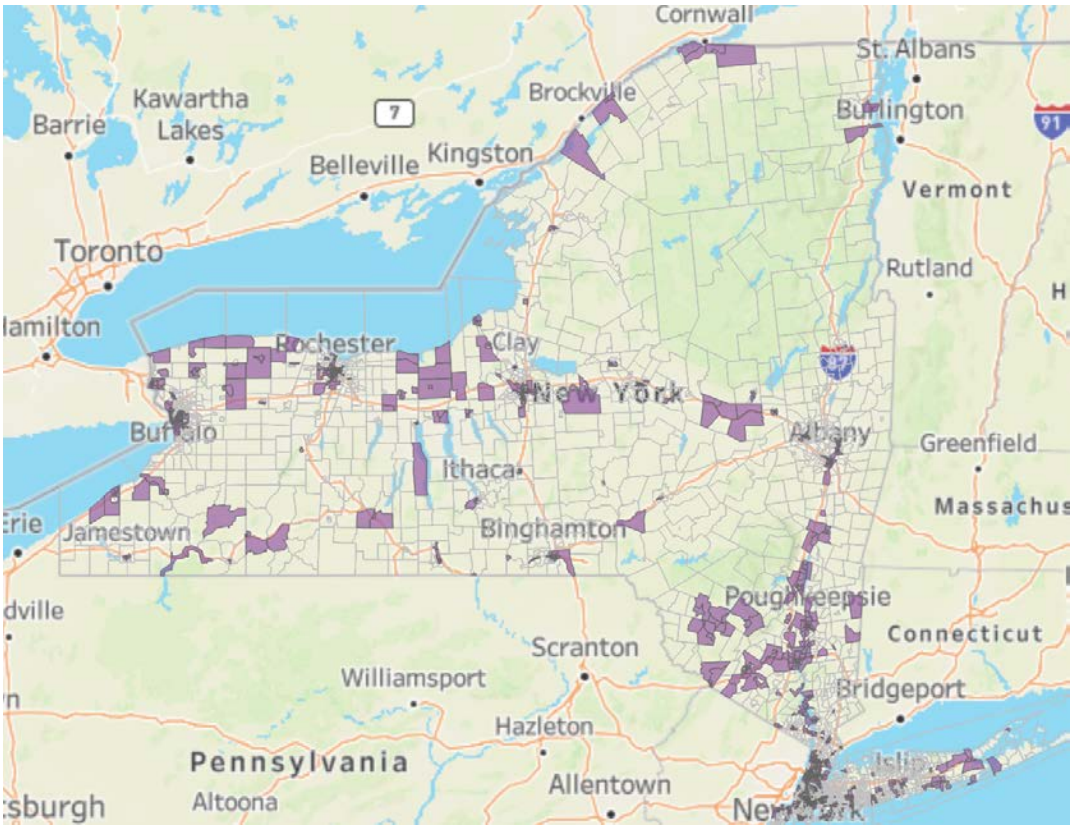
The potential for noise impacts from the proposed toll modification were considered in accordance with SEQRA, and the potential for noise impacts from traffic diverting to alternate routes was evaluated. As a general rule of thumb, a three-decibel increase, which represents the smallest noise level change that can be detected by the human ear, could only occur if traffic volumes were to double (an increase of 100 percent)[5]. The highest predicted potential increase in traffic volume onto a diversion route is approximately 188 two-way vehicles in the peak hour, resulting in an increase of approximately 9 percent of traffic on one of the alternate routes, but only if *all* traffic were to be diverted to that route. In general, the average predicted diversion of two-way traffic volume onto parallel alternate routes is approximately 89 vehicles, resulting in an average increase in alternate route traffic volume during the peak hour of about 1.8 percent. Since the anticipated diversions are expected to be minor and would not significantly alter the mix of vehicle classes or speeds that currently exist on the diversion routes, the toll modifications would not result in significant adverse impacts to noise.

8.2 ENVIRONMENTAL JUSTICE/CLIMATE ACT

New York State's Climate Act went into effect in 2020. The Climate Act is meant to address inequity with regards to climate change to ensure that disadvantaged communities – those disproportionately impacted by climate change and air pollution – would benefit from the State's transition to cleaner energy, and the reduced pollution and economic opportunities it affords. These disadvantaged communities ("DACs") as identified by the Climate Justice Working Group are shown in Figure 16. Parts of the Thruway and its diversion routes pass through some of these DACs.

[5] *Traffic Noise & Transportation,* Center for Environmental Excellence by AASHTO, https://environment.transportation.org/education/environmental-topics/traffic-noise/traffic-noise-overview/

Figure 16: New York Climate Act Disadvantaged Communities



As determined in Chapter 6, the proposed toll modifications are not anticipated to have a significant adverse impact on local pollutant concentrations or contribute to a significant increase in regional emissions. Increases in traffic on local highways would not reach critical emission thresholds, contributing only negligible air quality changes as a percentage of regional transportation-based emissions. In addition, since no physical construction is associated with this regulation, in relation to climate change, any potential impacts from a rise in sea level or river flooding are not anticipated or applicable.

Since it has been concluded in this study that the proposed toll rate modifications would lead only to minor traffic shifts, and therefore not result in significant environmental impacts to any area in the state, it can also be concluded that the proposed toll rate modifications would not result in significant adverse impacts on Climate Act DACs.

8.3 TOLL PLAZA/GANTRY OPERATIONS

In the past, Environmental Assessments completed for proposed Authority toll modifications included analysis of queueing and processing times at the affected toll plazas and estimated the impact. Because all tolling points have now been converted from conventional toll plazas to cashless tolling gantries, all vehicles now travel at highway speeds without stopping to pay and are charged tolls through E-ZPass or identified by license plate and charged through the Tolls by Mail process. No effects at any of the toll locations are anticipated.

8.4 LAND USE AND COMMUNITY CHARACTER

No direct impact on land use and community character is anticipated. Most of the limited diversions would occur along arterials or expressways and because no significant traffic, air quality, or noise impacts would be associated with these diversions, no significant adverse indirect impacts to land use and community character would arise as a result of the proposed toll modifications.

8.5 ENERGY USE

Overall, the net change in fuel consumption is not expected to be significant. The diversion routes may not be as direct as the Thruway resulting in longer travel distances, resulting in a minimal increase in the total vehicle miles traveled and minimal increase in fuel consumption. Overall, the proposed toll modifications would result in only a minor increase in fuel consumption for diverted traffic.

Drivers who continue to use the Thruway would see benefits in terms of energy use. Note that this is not directly due to the proposed toll modification, but to the recent conversion to cashless tolling. This conversion of all toll plazas to cashless tolling, funded through the Capital Program, has eliminated toll payment transaction times entirely. This has a beneficial economic impact to Thruway motorists in terms of time savings and reduced energy use.

8.6 CONSISTENCY WITH STATE COASTAL ZONE MANAGEMENT POLICIES

There are a number of designated Local Waterfront Revitalization Program ("LWRP") areas located within the Thruway corridor. Additionally, the potential diversion routes, resulting from the toll modifications, fall within some of the designated LWRP areas. The project has been reviewed against the policies of the coastal zone management program and it has been found to be consistent with these policies. As such, A Coastal Zone Assessment Form has been prepared and made part of the Environmental Assessment in accordance with Title 19 of the NYCRR Part 600.

The toll modification does not involve physical changes to either the Thruway or the diversion routes. Since it has been concluded that the proposed toll rate modifications would not result in significant environmental impacts along the Thruway or its diversion routes anywhere throughout the state, it can also be concluded that the proposed toll rate modifications would not result in significant adverse impacts on areas with an approved LWRP, including coastal areas, scenic areas of statewide significance, significant fish and wildlife habitats, or important agricultural lands. As such, the project has been found to be consistent with the New York State Coastal Management Program.

8.7 NEW YORK STATE SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT

Under the New York State Smart Growth Public Infrastructure Policy Act, no State infrastructure agency shall approve, undertake, support, or finance a public infrastructure project, unless, to the extent practicable, the public infrastructure project is consistent with its Smart Growth Infrastructure Criteria, as applicable. The Authority has developed a policy to ensure compliance with this act. Smart Growth Impact Statements ("SGIS") are prepared for projects in the Authority's Contracts Program. Based on the SGIS that has been prepared for the proposed action, the toll modifications would be consistent with the State Smart Growth Public Infrastructure Criteria.



8.8 COLLECTIVE AND CUMULATIVE IMPACTS

in accordance with Title 16 of the NYCRR 617(c)(1)(xi), the proposed toll modifications does not impact two or more elements of the environment that, collectively, would result in a substantial adverse environmental impact. No construction is associated with the toll modifications and no impacts are anticipated from air or noise. Traffic impacts resulting from diversion off of the Thruway are very minor. Adverse economic impacts are also very minor, especially for the typical customer, and are mitigated by the economic benefits of the toll modification, namely, the provision of needed financing to the Authority's Capital Plan to keep the Thruway's highways and bridges in a state of good repair, ensuring safe and efficient travel improvements to roadways and bridges, and job creation from infrastructure investment.

The proposed toll modification was also reviewed with consideration of any potential cumulative impacts, or impacts resulting from multiple actions on the same resource(s), as per Title 16 of the NYCRR 617(c)(1)(xii). This regulation notes that cumulative impacts can result from actions which individually produce minor impacts, but cumulatively result in significant impacts over time. No past or future actions are known that, in combination with the proposed toll modifications, are anticipated to produce significant impacts.



9.0 GLOSSARY OF TERMS

µg/m – micrograms per cubic meter (concentration)

AAA – American Automobile Association

AADT – Average Annual Daily Traffic. Total traffic over a year divided by 365 days in the year.

AETC – All Electronic Toll Collection, also known as cashless tolling

Arterial, Major – A two- to six- lane roadway that functions as a primary travel route within an area which has somewhat limited access and may be interrupted by traffic signals.

Arterial, Medium – A two- to six- lane roadway which is a primary travel route and has less access control and more traffic signals than a major arterial.

Arterial, Minor – A two-lane roadway which is not a primary travel route, does not have limited access, and may be interrupted by traffic signals.

ATRI – American Transportation Research Institute

Barrier System – Tolls have a single rate for vehicles of the same payment class that pass under a specific gantry. Not distance based.

BTS – Bureau of Transportation Statistics

CAA- Clean Air Act

CEA- Council of Economic Advisors

CEQR – (New York) City Environmental Quality Review

CFR – Code of Federal Regulations

CO – carbon monoxide

Commercial Volume Discount Program (CVD) – A discount program offered by the New York State Thruway Authority

Controlled System or Controlled Ticket System – A toll system where tolls are based on mileage traveled, based on point of entry into the system and point of exit from the system.

Cost per mile – The ratio of the driver cost to the mileage driven. Cost per mile on a toll facility is the total toll paid divided by the mileage driven on the facility.

DMV– Department of Motor Vehicles

Elasticity – Elasticity, as used herein, is the relationship between changes in traffic brought about by varying the toll:

e = (percent change in volume*) ÷ (percent change in toll**)

*relative to the volume at the lower toll

**relative to the lower toll

EPA – (U.S.) Environmental Protection Agency

Expressway/Regional Arterial – A four-to six-lane roadway, generally with a median, partially controlled access and a few traffic signals. See “Arterial”

FHWA – Federal Highway Administration

Freeway – A high speed, limited access roadway with four or more lanes.

GHG-Greenhouse Gases

GMMCB – Governor Mario M. Cuomo Bridge. This bridge replaced the Tappan Zee Bridge which closed to traffic in 2017 and was demolished in 2019.

HOV – High Occupancy Vehicle lanes

HPMS – Highway Performance Monitoring System

ICG – Interagency Consultation Group, a group designated by New York State for consultation on issues of regional air quality conformity

LCV – longer combination vehicles, tandem combinations of two trailers up to 48 feet each in length

Level of Service (LOS) – A qualitative assessment of a road's operating conditions, denoted on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

M^3 – cubic meter (volume)

MPO - Metropolitan Planning Organization - a local decision-making body that is responsible for overseeing the metropolitan transportation planning process.

MSAT – Mobile Source Air Toxics

NAAQS – National Ambient Air Quality Standards

NEPA – National Environmental Policy Act

NO_x–Nitrogen Oxides

NYBPM – New York Best Practice Model. This regional travel forecasting model was developed by NYMTC and covers the New York City metropolitan area.

NYCRR – New York Codes, Rules, and Regulations

NYMTC – New York Metropolitan Transportation Council, the designated MPO for New York City, Long Island, and the lower Hudson Valley

NYSDEC – New York State Department of Environmental Conservation

NYSDOT – New York State Department of Transportation

O_3 – Ozone

OCTC – Orange County Transportation Council

PCE – Passenger car equivalent. Since trucks take up more space on the road than cars, a PCE factor is used to convert trucks into an equivalent number of cars.

Peak Hour – Hour(s) during which traffic congestion on a road is at its highest.

PM – particulate matter

PM_x– particulate matter with an aerodynamic diameter smaller than x micrometers

ppb – parts per billion (concentration)

ppm– parts per million (concentration)

SEQRA – State Environmental Quality Review Act

SGIS – Smart Growth Impact Statements

SIP – State Implementation Plan

SO2 – Sulfur dioxide

SUV – Sport Utility Vehicle

TEM – The Environmental Manual, published by NYSDOT

TIP – Transportation Improvement Plan

Toll Diversion – The amount of traffic leaving a toll facility due to increased tolls

Toll Diversion Model – a mathematical tool created to forecast traffic and revenue, taking into the effects of toll changes and how they divert traffic off a toll facility. A toll diversion model uses past trends to forecast future conditions, and takes into account different toll elasticity for different vehicle types, payment methods, and toll facilities.

Toll Modification – Change to toll rates

Tolls by Mail (TBM) – The name of the program for collecting tolls based on license plate images captured by equipment installed on overhead gantries, which allows cashless tolling. Vehicles are identified by license plate and mailed a toll invoice.



Traffic Diversion – The amount of traffic that shifts to an alternative route due to some deterring factor on the route of first choice (i.e. toll collection).

Travel Time – The time it takes to travel between two points (example: the time it takes to travel from Exit A to Exit B).

Trip Purpose – The reason for a trip to be traveling between a specific zone pair.

Vehicle Classification – A method of grouping vehicles by type; classification systems vary by agency. The New York State Thruway Authority classifies vehicles generally by height and number of axles. A “2L” vehicle is a 2-axle passenger car. A “5H” vehicle is a 5-axle truck.

Value of Time (VOT) – Estimated value of a driver’s time which is generally related to a commercial driver’s salary or individual driver’s household income

Vehicle Trip – A single or one-direction vehicle movement

VMT, or Vehicle-Miles Traveled - The cumulative vehicle mileage traveled by all vehicles within or on a roadway system. For example, on the Thruway Mainline, since the toll is distance-based, the Authority is able to calculate statistics for the number of miles traveled by each vehicle, and by adding them together, can calculate the total number of vehicle miles driven on the mainline system over a defined period of time.

VOC – volatile organic compounds.

Volume to Capacity Ratio (V/C) – The ratio which calculates what portion of a roadway capacity the traffic volume demands. A ratio of greater than 1.0 indicates that the demand for a roadway exceeds the capacity of the roadway.



Appendix A:
Alternative Route Analysis

Best Route Choice Analysis Results

Class 2L **NY E-ZPass**

			Impacts on Drivers as a Function of Value of Time															
			Value of time $/h = 12			Value of time $/h = 18			Value of time $/h = 25			Value of time $/h = 30			Value of time $/h = 40		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	Best	0	-	Best	1	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	Best	Best	0	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	-	-	0	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	Best	-	1	Best	-	1	Best	-	1
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	-	Best	1	-	Best	1	-	Best	1
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
			Changes		**0**		**Changes**	**0**		**Changes**	**2**		**Changes**	**1**		**Changes**	**1**
			Average Delta				**Average Delta**			**Average Delta**			**Average Delta**			**Average Delta**	
			$ 0.55		0.19%		$ 0.67	0.21%		$ 0.82	0.23%		$ 0.89	0.23%		$ 0.93	0.22%

Value of Time $/h = 12

Class 2L Vehicles Paying with a NY E-ZPass

Cost/h VOT = >> $ 12.00
Cost/mile $ 0.76

Impacts on Drivers — Value of Time $/h = 12

Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
		Additional Route Detail								Toll Rates		Impact Factors															
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 76.60	$ 267.78	$ 351.28	$ 2.59	0.00	$ 351.52	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 8.10	$ 12.65	0%	$ -	1.00	$ -	$ -	$ 67.40	$ 280.75	$ 360.80	$ 8.93	0.00	$ 361.63	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 76.00	$ 298.29	$ 381.19	$ 2.59	0.00	$ 381.43	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 75.20	$ 310.50	$ 392.60	$ 2.59	0.00	$ 392.84	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 94.07	$ 250.23	$ 345.30	$ -	0.00	$ 345.30	Best	Best	0	$ -	0.00%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 113.39	$ 277.70	$ 392.09	$ -	0.00	$ 392.09	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 82.20	$ 333.39	$ 418.84	$ -	0.00	$ 418.84	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.15	$ -	$ -	$ 84.86	$ 257.10	$ 348.85	$ 2.59	0.00	$ 349.09	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 73.60	$ 300.58	$ 381.08	$ 2.59	0.00	$ 381.32	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 8.39	$ 12.94	0%	$ -	1.00	$ -	$ -	$ 61.80	$ 264.73	$ 339.47	$ 9.25	0.00	$ 340.33	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 84.18	$ 222.00	$ 307.18	$ -	0.00	$ 307.18	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 92.69	$ 247.18	$ 340.87	$ -	0.00	$ 340.87	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 266.25	$ 379.03	$ -	0.00	$ 379.03	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 11.94	$ 16.49	0%	$ -	1.00	$ -	$ -	$ 79.40	$ 331.86	$ 427.75	$ 13.16	0.00	$ 428.98	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 5.39	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 90.40	$ 379.92	$ 480.26	$ 5.94	0.00	$ 480.82	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35		0%	$ -	1.00	$ -	$ -	$ 94.60	$ 395.18	$ 489.78	$ 2.59	0.00	$ 496.92	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 133.63	$ 334.15	$ 468.78	$ -	0.00	$ 468.78	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 111.09	$ 292.95	$ 404.04	$ -	0.00	$ 404.04	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 100.60	$ 415.02	$ 518.87	$ -	0.00	$ 518.87	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 14.53	$ 19.08	0%	$ -	1.00	$ -	$ -	$ 88.40	$ 373.82	$ 481.30	$ 16.02	0.00	$ 482.79	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 105.20	$ 412.73	$ 524.83	$ 2.59	0.00	$ 525.07	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 129.95	$ 336.44	$ 466.39	$ -	0.00	$ 466.39	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 111.60	$ 434.85	$ 549.70	$ -	0.00	$ 549.70	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 445.53	$ 562.78	$ -	0.00	$ 562.78	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 15.48	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 447.06	$ 573.29	$ 17.07	0.00	$ 574.88	Best	Best	0	$ 1.59	0.28%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 6.15	$ 13.95	0%	$ -	1.00	$ -	$ -	$ 118.20	$ 470.71	$ 602.86	$ 6.78	0.00	$ 603.49	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 10.90	0%	$ -	1.00	$ -	$ -	$ 120.60	$ 483.68	$ 615.18	$ 2.59	0.00	$ 615.42	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 113.20	$ 464.61	$ 578.81	$ -	0.00	$ 578.81	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 7.25	0%	$ -	1.00	$ -	$ -	$ 130.00	$ 510.38	$ 647.63	$ -	0.00	$ 647.63	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 58.39	$ 176.99	$ 239.54	$ 2.59	0.00	$ 239.78	Best	Best	0	$ 0.24	0.10%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 8.10	$ 9.90	0%	$ -	1.00	$ -	$ -	$ 45.80	$ 190.73	$ 246.43	$ 8.93	0.00	$ 247.26	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 56.40	$ 211.32	$ 271.87	$ 2.59	0.00	$ 272.11	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 54.20	$ 217.43	$ 275.78	$ 2.59	0.00	$ 276.02	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.52	$ 184.62	$ 259.14	$ -	0.00	$ 259.14	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 76.82	$ 181.57	$ 258.39	$ -	0.00	$ 258.39	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 69.92	$ 180.04	$ 249.96	$ -	0.00	$ 249.96	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 62.80	$ 248.71	$ 313.16	$ -	0.00	$ 313.16	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 56.50	$ 166.31	$ 226.96	$ 2.59	0.00	$ 227.20	Best	Best	0	$ 0.24	0.11%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 8.39	$ 10.19	0%	$ -	1.00	$ -	$ -	$ 42.20	$ 174.70	$ 227.09	$ 9.25	0.00	$ 227.95	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 213.61	$ 272.96	$ 2.59	0.00	$ 273.20	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 53.00	$ 219.72	$ 276.87	$ 2.59	0.00	$ 277.11	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 72.68	$ 173.94	$ 246.62	$ -	0.00	$ 246.62	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.98	$ 170.89	$ 245.87	$ -	0.00	$ 245.87	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.50	$ 217.43	$ 297.93	$ -	0.00	$ 297.93	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 61.60	$ 250.99	$ 314.24	$ -	0.00	$ 314.24	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 86.57	$ 243.37	$ 334.08	$ 2.59	0.00	$ 334.32	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 11.43	$ 13.23	0%	$ -	1.00	$ -	$ -	$ 58.00	$ 240.31	$ 311.54	$ 12.60	0.00	$ 312.72	Best	Best	0	$ 1.17	0.38%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 72.80	$ 301.35	$ 378.30	$ 2.59	0.00	$ 378.54	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.09	$ 6.89	0%	$ -	1.00	$ -	$ -	$ 68.60	$ 285.32	$ 360.81	$ 5.61	0.00	$ 361.34	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 242.60	$ 342.65	$ -	0.00	$ 342.65	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 102.12	$ 240.31	$ 342.43	$ -	0.00	$ 342.43	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 80.60	$ 329.57	$ 411.82	$ -	0.00	$ 411.82	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 8.49	$ 10.29	0%	$ -	1.15	$ -	$ -	$ 84.67	$ 281.51	$ 376.47	$ 9.36	0.00	$ 377.34	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 14.53	$ 16.33	0%	$ -	1.00	$ -	$ -	$ 67.60	$ 283.04	$ 366.97	$ 16.02	0.00	$ 368.46	Best	Best	0	$ 1.49	0.41%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 8.49	$ 10.29	0%	$ -	1.00	$ -	$ -	$ 80.00	$ 323.47	$ 413.76	$ 9.36	0.00	$ 414.63	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.80	0%	$ -	1.00	$ -	$ -	$ 98.00	$ 324.23	$ 424.03	$ -	0.00	$ 424.03	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 125.35	$ 287.61	$ 412.96	$ -	0.00	$ 412.96	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 119.60	$ 283.80	$ 403.40	$ -	0.00	$ 403.40	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 349.41	$ 441.06	$ -	0.00	$ 441.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 15.48	$ 17.28	0%	$ -	1.00	$ -	$ -	$ 87.80	$ 359.33	$ 464.41	$ 17.07	0.00	$ 465.99	Best	Best	0	$ 1.59	0.34%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 6.15	$ 11.20	0%	$ -	1.00	$ -	$ -	$ 97.40	$ 377.64	$ 486.24	$ 6.78	0.00	$ 486.87	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 8.39	$ 11.64	0%	$ -	1.00	$ -	$ -	$ 96.80	$ 374.58	$ 483.02	$ 9.25	0.00	$ 483.88	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 137.54	$ 361.61	$ 504.15	$ -	0.00	$ 504.15	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.30	$ 9.10	0%	$ -	1.00	$ -	$ -	$ 98.20	$ 394.42	$ 501.72	$ 3.64	0.00	$ 502.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 0.95	$ 8.40	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 422.65	$ 537.25	$ 1.05	0.00	$ 537.34	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 5.52	$ 12.07	0%	$ -	1.00	$ -	$ -	$ 36.00	$ 135.80	$ 183.87	$ 6.09	0.00	$ 184.43	Best	Best	0	$ 0.57	0.31%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.19	$ 7.74	0%	$ -	1.15	$ -	$ -	$ 68.31	$ 135.80	$ 211.85	$ 1.31	0.00	$ 211.97	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 7.18	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 139.61	$ 189.14	$ 7.92	0.00	$ 189.88	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.66	$ 9.86	0%	$ -	1.15	$ -	$ -	$ 58.65	$ 142.66	$ 211.17	$ 1.83	0.00	$ 211.34	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 5.52	$ 26.82	0%	$ -	1.00	$ -	$ -	$ 36.80	$ 135.80	$ 199.42	$ 6.09	0.00	$ 199.98	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 6.94	$ 13.49	0%	$ -	1.15	$ -	$ -	$ 66.70	$ 136.56	$ 216.75	$ 9.06	0.00	$ 218.87	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 11.27	$ 17.82	0%	$ -	1.00	$ -	$ -	$ 35.60	$ 139.61	$ 193.03	$ 13.84	0.00	$ 195.60	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.20	$ 12.40	0%	$ -	1.00	$ -	$ -	$ 36.60	$ 143.43	$ 192.43	$ 4.63	0.00	$ 192.86	Best	Best	0	$ 0.43	0.22%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 5.52	$ 5.52	0%	$ -	1.00	$ -	$ -	$ 33.00	$ 122.83	$ 161.35	$ 6.09	0.00	$ 161.91	Best	Best	0	$ 0.57	0.35%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 58.80	$ 207.51	$ 266.31	$ -	0.00	$ 266.31	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 12.18	$ 12.18	0%	$ -	1.00	$ -	$ -	$ 50.40	$ 222.00	$ 284.58	$ 13.43	0.00	$ 285.83	Best	Best	0	$ 1.25	0.44%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 64.80	$ 256.33	$ 321.13	$ -	0.00	$ 321.13	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.04	$ 212.09	$ 292.13	$ -	0.00	$ 292.13	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 4.98	$ 4.98	0%	$ -	1.00	$ -	$ -	$ 30.60	$ 112.91	$ 148.49	$ 5.49	0.00	$ 149.00	Best	Best	0	$ 0.51	0.34%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.38	$ 0.38	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 119.01	$ 155.19	$ 0.42	0.00	$ 155.23	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 60.00	$ 237.26	$ 298.51	$ -	0.00	$ 298.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 14.33	$ 14.33	0%	$ -	1.00	$ -	$ -	$ 65.80	$ 282.27	$ 362.40	$ 15.80	0.00	$ 363.87	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 2.74	$ 3.99	0%	$ -	1.00	$ -	$ -	$ 63.80	$ 255.57	$ 323.36	$ 3.02	0.00	$ 323.64	Best	Best	0	$ 0.28	0.09%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 65.20	$ 270.83	$ 337.28	$ -	0.00	$ 337.28	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 17.43	$ 17.43	0%	$ -	1.00	$ -	$ -	$ 77.20	$ 331.10	$ 425.73	$ 19.22	0.00	$ 427.52	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 5.84	$ 7.09	0%	$ -	1.00	$ -	$ -	$ 78.40	$ 305.16	$ 390.65	$ 6.44	0.00	$ 391.25	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 289.90	$ 366.75	$ -	0.00	$ 366.75	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 4.84	$ 4.84	0%	$ -	1.00	$ -	$ -	$ 31.00	$ 123.59	$ 159.43	$ 5.34	0.00	$ 159.93	Best	Best	0	$ 0.50	0.31%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 44.20	$ 157.92	$ 202.12	$ -	0.00	$ 202.12	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 49.91	$ 122.83	$ 172.74	$ -	0.00	$ 172.74	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 4.49	$ 4.49	0%	$ -	1.00	$ -	$ -	$ 34.40	$ 141.14	$ 180.03	$ 4.95	0.00	$ 180.49	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 2.82	$ 2.82	0%	$ -	1.15	$ -	$ -	$ 38.68	$ 125.88	$ 167.38	$ 3.11	0.00	$ 167.67	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 33.20	$ 128.17	$ 161.37	$ -	0.00	$ 161.37	Best	Best	0	$ -	0.00%
																								# Changes	0	Average Delta	
																										$ 0.55	0.19%

Value of Time $/h = 18

Class 2L Vehicles Paying with a NY E-ZPass

Cost/h VOT = >>	$ 18.00
Cost/mile	$ 0.76

			Time			Additional Route Detail				Toll Rates		Impact Factors										Impacts on Drivers				
Origin	Destination	Route	hours	minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Value of Time $/h = 18				
																							Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 114.90	$ 267.78	$ 389.58	$ 2.59	0.00	$ 389.82	Best	Best	0	$ 0.24	0.06%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 8.10	$ 12.65	0%	$ -	1.00	$ -	$ -	$ 101.10	$ 280.75	$ 394.50	$ 8.93	0.00	$ 395.33	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 298.29	$ 419.19	$ 2.59	0.00	$ 419.43	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 112.80	$ 310.50	$ 430.20	$ 2.59	0.00	$ 430.44	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 141.11	$ 250.23	$ 392.34	$ -	0.00	$ 392.34	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 170.09	$ 277.70	$ 448.78	$ -	0.00	$ 448.78	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 123.30	$ 333.39	$ 459.94	$ -	0.00	$ 459.94	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.15	$ -	$ -	$ 127.28	$ 257.10	$ 391.28	$ 2.59	0.00	$ 391.52	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 110.40	$ 300.58	$ 417.88	$ 2.59	0.00	$ 418.12	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 8.39	$ 12.94	0%	$ -	1.00	$ -	$ -	$ 92.70	$ 264.73	$ 370.37	$ 9.25	0.00	$ 371.23	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 126.27	$ 222.00	$ 349.27	$ -	0.00	$ 349.27	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 139.04	$ 247.18	$ 387.21	$ -	0.00	$ 387.21	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 167.67	$ 266.25	$ 434.92	$ -	0.00	$ 434.92	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 11.94	$ 16.49	0%	$ -	1.00	$ -	$ -	$ 119.10	$ 331.86	$ 467.45	$ 13.16	0.00	$ 468.68	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 5.39	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 135.60	$ 379.92	$ 525.46	$ 5.94	0.00	$ 526.02	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35		0%	$ -	1.00	$ -	$ -	$ 141.90	$ 395.18	$ 537.08	$ 2.59	0.00	$ 544.22	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 200.45	$ 334.15	$ 535.60	$ -	0.00	$ 535.60	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 166.64	$ 292.95	$ 459.59	$ -	0.00	$ 459.59	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 150.90	$ 415.02	$ 569.17	$ -	0.00	$ 569.17	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 14.53	$ 19.08	0%	$ -	1.00	$ -	$ -	$ 132.60	$ 373.82	$ 525.50	$ 16.02	0.00	$ 526.99	Best	Best	0	$ 1.49	0.28%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 157.80	$ 412.73	$ 577.43	$ 2.59	0.00	$ 577.67	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 194.93	$ 336.44	$ 531.36	$ -	0.00	$ 531.36	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 167.40	$ 434.85	$ 605.50	$ -	0.00	$ 605.50	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 171.00	$ 445.53	$ 619.78	$ -	0.00	$ 619.78	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 15.48	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 447.06	$ 626.39	$ 17.07	0.00	$ 627.98	Best	Best	0	$ 1.59	0.25%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 6.15	$ 13.95	0%	$ -	1.00	$ -	$ -	$ 177.30	$ 470.71	$ 661.96	$ 6.78	0.00	$ 662.59	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 10.90	0%	$ -	1.00	$ -	$ -	$ 180.90	$ 483.68	$ 675.48	$ 2.59	0.00	$ 675.72	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 169.80	$ 464.61	$ 635.41	$ -	0.00	$ 635.41	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 7.25	0%	$ -	1.00	$ -	$ -	$ 195.00	$ 510.38	$ 712.63	$ -	0.00	$ 712.63	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 87.59	$ 176.99	$ 268.73	$ 2.59	0.00	$ 268.97	Best	Best	0	$ 0.24	0.09%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 8.10	$ 9.90	0%	$ -	1.00	$ -	$ -	$ 68.70	$ 190.73	$ 269.33	$ 8.93	0.00	$ 270.16	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 84.60	$ 211.32	$ 300.07	$ 2.59	0.00	$ 300.31	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 81.30	$ 217.43	$ 302.88	$ 2.59	0.00	$ 303.12	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 184.62	$ 296.40	$ -	0.00	$ 296.40	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 115.23	$ 181.57	$ 296.80	$ -	0.00	$ 296.80	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 104.88	$ 180.04	$ 284.92	$ -	0.00	$ 284.92	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 94.20	$ 248.71	$ 344.56	$ -	0.00	$ 344.56	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 84.75	$ 166.31	$ 255.21	$ 2.59	0.00	$ 255.46	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 8.39	$ 10.19	0%	$ -	1.00	$ -	$ -	$ 63.30	$ 174.70	$ 248.19	$ 9.25	0.00	$ 249.05	Best	Best	0	$ 0.86	0.35%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 82.80	$ 213.61	$ 300.56	$ 2.59	0.00	$ 300.80	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 79.50	$ 219.72	$ 303.37	$ 2.59	0.00	$ 303.61	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 109.02	$ 173.94	$ 282.96	$ -	0.00	$ 282.96	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 112.47	$ 170.89	$ 283.36	$ -	0.00	$ 283.36	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.75	$ 217.43	$ 338.18	$ -	0.00	$ 338.18	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 92.40	$ 250.99	$ 345.04	$ -	0.00	$ 345.04	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 129.85	$ 243.37	$ 377.37	$ 2.59	0.00	$ 377.61	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 11.43	$ 13.23	0%	$ -	1.00	$ -	$ -	$ 87.00	$ 240.31	$ 340.54	$ 12.60	0.00	$ 341.72	Best	Best	0	$ 1.17	0.34%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 109.20	$ 301.35	$ 414.70	$ 2.59	0.00	$ 414.94	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.09	$ 6.89	0%	$ -	1.00	$ -	$ -	$ 102.90	$ 285.32	$ 395.11	$ 5.61	0.00	$ 395.64	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 150.08	$ 242.60	$ 392.68	$ -	0.00	$ 392.68	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 153.18	$ 240.31	$ 393.49	$ -	0.00	$ 393.49	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 120.90	$ 329.57	$ 452.12	$ -	0.00	$ 452.12	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 8.49	$ 10.29	0%	$ -	1.15	$ -	$ -	$ 127.00	$ 281.51	$ 418.80	$ 9.36	0.00	$ 419.67	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 14.53	$ 16.33	0%	$ -	1.00	$ -	$ -	$ 101.40	$ 283.04	$ 400.77	$ 16.02	0.00	$ 402.26	Best	Best	0	$ 1.49	0.37%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 8.49	$ 10.29	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 323.47	$ 453.76	$ 9.36	0.00	$ 454.63	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.80	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 324.23	$ 473.03	$ -	0.00	$ 473.03	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 188.03	$ 287.61	$ 475.64	$ -	0.00	$ 475.64	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 179.40	$ 283.80	$ 463.20	$ -	0.00	$ 463.20	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 349.41	$ 486.06	$ -	0.00	$ 486.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 15.48	$ 17.28	0%	$ -	1.00	$ -	$ -	$ 131.70	$ 359.33	$ 508.31	$ 17.07	0.00	$ 509.89	Best	Best	0	$ 1.59	0.31%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 6.15	$ 11.20	0%	$ -	1.00	$ -	$ -	$ 146.10	$ 377.64	$ 534.94	$ 6.78	0.00	$ 535.57	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 8.39	$ 11.64	0%	$ -	1.00	$ -	$ -	$ 145.20	$ 374.58	$ 531.42	$ 9.25	0.00	$ 532.28	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 206.31	$ 361.61	$ 572.92	$ -	0.00	$ 572.92	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.30	$ 9.10	0%	$ -	1.00	$ -	$ -	$ 147.30	$ 394.42	$ 550.82	$ 3.64	0.00	$ 551.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 0.95	$ 8.40	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 422.65	$ 590.35	$ 1.05	0.00	$ 590.44	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 5.52	$ 12.07	0%	$ -	1.00	$ -	$ -	$ 54.00	$ 135.80	$ 201.87	$ 6.09	0.00	$ 202.43	Best	Best	0	$ 0.57	0.28%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.19	$ 7.74	0%	$ -	1.15	$ -	$ -	$ 102.47	$ 135.80	$ 246.00	$ 1.31	0.00	$ 246.12	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 7.18	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 139.61	$ 207.04	$ 7.92	0.00	$ 207.78	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.66	$ 9.86	0%	$ -	1.15	$ -	$ -	$ 87.98	$ 142.66	$ 240.50	$ 1.83	0.00	$ 240.67	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 5.52	$ 26.82	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 135.80	$ 217.82	$ 6.09	0.00	$ 218.38	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 6.94	$ 13.49	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 136.56	$ 250.10	$ 9.06	0.00	$ 252.22	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 11.27	$ 17.82	0%	$ -	1.00	$ -	$ -	$ 53.40	$ 139.61	$ 210.83	$ 13.84	0.00	$ 213.40	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.20	$ 12.40	0%	$ -	1.00	$ -	$ -	$ 54.90	$ 143.43	$ 210.73	$ 4.63	0.00	$ 211.16	Best	Best	0	$ 0.43	0.20%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 5.52	$ 5.52	0%	$ -	1.00	$ -	$ -	$ 49.50	$ 122.83	$ 177.85	$ 6.09	0.00	$ 178.41	Best	Best	0	$ 0.57	0.32%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 88.20	$ 207.51	$ 295.71	$ -	0.00	$ 295.71	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 12.18	$ 12.18	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 222.00	$ 309.78	$ 13.43	0.00	$ 311.03	Best	Best	0	$ 1.25	0.40%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 97.20	$ 256.33	$ 353.53	$ -	0.00	$ 353.53	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.06	$ 212.09	$ 332.15	$ -	0.00	$ 332.15	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 4.98	$ 4.98	0%	$ -	1.00	$ -	$ -	$ 45.90	$ 112.91	$ 163.79	$ 5.49	0.00	$ 164.30	Best	Best	0	$ 0.51	0.31%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.38	$ 0.38	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 119.01	$ 173.09	$ 0.42	0.00	$ 173.13	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 237.26	$ 328.51	$ -	0.00	$ 328.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 14.33	$ 14.33	0%	$ -	1.00	$ -	$ -	$ 98.70	$ 282.27	$ 395.30	$ 15.80	0.00	$ 396.77	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 2.74	$ 3.99	0%	$ -	1.00	$ -	$ -	$ 95.70	$ 255.57	$ 355.26	$ 3.02	0.00	$ 355.54	Best	Best	0	$ 0.28	0.08%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 97.80	$ 270.83	$ 369.88	$ -	0.00	$ 369.88	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 17.43	$ 17.43	0%	$ -	1.00	$ -	$ -	$ 115.80	$ 331.10	$ 464.33	$ 19.22	0.00	$ 466.12	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 5.84	$ 7.09	0%	$ -	1.00	$ -	$ -	$ 117.60	$ 305.16	$ 429.85	$ 6.44	0.00	$ 430.45	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 113.40	$ 289.90	$ 404.55	$ -	0.00	$ 404.55	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 4.84	$ 4.84	0%	$ -	1.00	$ -	$ -	$ 46.50	$ 123.59	$ 174.93	$ 5.34	0.00	$ 175.43	Best	Best	0	$ 0.50	0.28%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 66.30	$ 157.92	$ 224.22	$ -	0.00	$ 224.22	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.87	$ 122.83	$ 197.69	$ -	0.00	$ 197.69	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 4.49	$ 4.49	0%	$ -	1.00	$ -	$ -	$ 51.60	$ 141.14	$ 197.23	$ 4.95	0.00	$ 197.69	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 2.82	$ 2.82	0%	$ -	1.15	$ -	$ -	$ 58.02	$ 125.88	$ 186.72	$ 3.11	0.00	$ 187.01	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 49.80	$ 128.17	$ 177.97	$ -	0.00	$ 177.97	Best	Best	0	$ -	0.00%
																							# Changes	0	Average Delta		
																									$ 0.67	0.21%

Value of Time $/h = 25

Class 2L Vehicles Paying with a NY E-ZPass

Cost/h	VOT = >>	$ 25.00
Cost/mile		$ 0.76

Impacts on Drivers — Value of Time $/h = 25

Origin	Destination	Route	Time: hours	Time: minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Total Trip Toll	Impact Factors: Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 159.58	$ 267.78	$ 434.26	$ 2.59	0.00	$ 434.50	-	Best	1	$ 0.69	0.16%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 8.10	$ 12.65	0%	$ -	1.00	$ -	$ -	$ 140.42	$ 280.75	$ 433.81	$ 8.93	0.00	$ 434.64	Best	-	1	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 158.33	$ 298.29	$ 463.53	$ 2.59	0.00	$ 463.77	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 156.67	$ 310.50	$ 474.07	$ 2.59	0.00	$ 474.31	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 195.98	$ 250.23	$ 447.21	$ -	0.00	$ 447.21	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 236.23	$ 277.70	$ 514.92	$ -	0.00	$ 514.92	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 171.25	$ 333.39	$ 507.89	$ -	0.00	$ 507.89	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.15	$ -	$ -	$ 176.78	$ 257.10	$ 440.78	$ 2.59	0.00	$ 441.02	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 153.33	$ 300.58	$ 460.82	$ 2.59	0.00	$ 461.06	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 8.39	$ 12.94	0%	$ -	1.00	$ -	$ -	$ 128.75	$ 264.73	$ 406.42	$ 9.25	0.00	$ 407.28	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 175.38	$ 222.00	$ 398.38	$ -	0.00	$ 398.38	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 193.10	$ 247.18	$ 441.28	$ -	0.00	$ 441.28	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 232.88	$ 266.25	$ 500.13	$ -	0.00	$ 500.13	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 11.94	$ 16.49	0%	$ -	1.00	$ -	$ -	$ 165.42	$ 331.86	$ 513.77	$ 13.16	0.00	$ 514.99	Best	Best	0	$ 1.22	0.24%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 5.39	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 188.33	$ 379.92	$ 578.20	$ 5.94	0.00	$ 578.75	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35		0%	$ -	1.00	$ -	$ -	$ 197.08	$ 395.18	$ 592.27	$ 2.59	0.00	$ 599.41	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 278.40	$ 334.15	$ 613.55	$ -	0.00	$ 613.55	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 231.44	$ 292.95	$ 524.39	$ -	0.00	$ 524.39	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 209.58	$ 415.02	$ 627.85	$ -	0.00	$ 627.85	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 14.53	$ 19.08	0%	$ -	1.00	$ -	$ -	$ 184.17	$ 373.82	$ 577.07	$ 16.02	0.00	$ 578.56	Best	Best	0	$ 1.49	0.26%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 219.17	$ 412.73	$ 638.80	$ 2.59	0.00	$ 639.04	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 270.73	$ 336.44	$ 607.17	$ -	0.00	$ 607.17	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 232.50	$ 434.85	$ 670.60	$ -	0.00	$ 670.60	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 237.50	$ 445.53	$ 686.28	$ -	0.00	$ 686.28	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 15.48	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 447.06	$ 688.34	$ 17.07	0.00	$ 689.93	Best	Best	0	$ 1.59	0.23%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 6.15	$ 13.95	0%	$ -	1.00	$ -	$ -	$ 246.25	$ 470.71	$ 730.91	$ 6.78	0.00	$ 731.54	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 10.90	0%	$ -	1.00	$ -	$ -	$ 251.25	$ 483.68	$ 745.83	$ 2.59	0.00	$ 746.07	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 235.83	$ 464.61	$ 701.44	$ -	0.00	$ 701.44	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 7.25	0%	$ -	1.00	$ -	$ -	$ 270.83	$ 510.38	$ 788.46	$ -	0.00	$ 788.46	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 121.65	$ 176.99	$ 302.80	$ 2.59	0.00	$ 303.04	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 8.10	$ 9.90	0%	$ -	1.00	$ -	$ -	$ 95.42	$ 190.73	$ 296.04	$ 8.93	0.00	$ 296.87	Best	Best	0	$ 0.83	0.28%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 117.50	$ 211.32	$ 332.97	$ 2.59	0.00	$ 333.21	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 112.92	$ 217.43	$ 334.49	$ 2.59	0.00	$ 334.73	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 155.25	$ 184.62	$ 339.87	$ -	0.00	$ 339.87	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 160.04	$ 181.57	$ 341.61	$ -	0.00	$ 341.61	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 145.67	$ 180.04	$ 325.71	$ -	0.00	$ 325.71	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 130.83	$ 248.71	$ 381.19	$ -	0.00	$ 381.19	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 117.71	$ 166.31	$ 288.17	$ 2.59	0.00	$ 288.41	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 8.39	$ 10.19	0%	$ -	1.00	$ -	$ -	$ 87.92	$ 174.70	$ 272.81	$ 9.25	0.00	$ 273.67	Best	Best	0	$ 0.86	0.32%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 115.00	$ 213.61	$ 332.76	$ 2.59	0.00	$ 333.00	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 110.42	$ 219.72	$ 334.28	$ 2.59	0.00	$ 334.52	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 151.42	$ 173.94	$ 325.36	$ -	0.00	$ 325.36	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 156.21	$ 170.89	$ 327.10	$ -	0.00	$ 327.10	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 167.71	$ 217.43	$ 385.13	$ -	0.00	$ 385.13	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 128.33	$ 250.99	$ 380.98	$ -	0.00	$ 380.98	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 180.35	$ 243.37	$ 427.87	$ 2.59	0.00	$ 428.11	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 11.43	$ 13.23	0%	$ -	1.00	$ -	$ -	$ 120.83	$ 240.31	$ 374.38	$ 12.60	0.00	$ 375.55	Best	Best	0	$ 1.17	0.31%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 151.67	$ 301.35	$ 457.16	$ 2.59	0.00	$ 457.40	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.09	$ 6.89	0%	$ -	1.00	$ -	$ -	$ 142.92	$ 285.32	$ 435.13	$ 5.61	0.00	$ 435.65	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 208.44	$ 242.60	$ 451.04	$ -	0.00	$ 451.04	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 212.75	$ 240.31	$ 453.06	$ -	0.00	$ 453.06	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 167.92	$ 329.57	$ 499.14	$ -	0.00	$ 499.14	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 8.49	$ 10.29	0%	$ -	1.15	$ -	$ -	$ 176.39	$ 281.51	$ 468.19	$ 9.36	0.00	$ 469.06	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 14.53	$ 16.33	0%	$ -	1.00	$ -	$ -	$ 140.83	$ 283.04	$ 440.20	$ 16.02	0.00	$ 441.69	Best	Best	0	$ 1.49	0.34%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 8.49	$ 10.29	0%	$ -	1.00	$ -	$ -	$ 166.67	$ 323.47	$ 500.43	$ 9.36	0.00	$ 501.30	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.80	0%	$ -	1.00	$ -	$ -	$ 204.17	$ 324.23	$ 530.20	$ -	0.00	$ 530.20	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 261.15	$ 287.61	$ 548.76	$ -	0.00	$ 548.76	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.17	$ 283.80	$ 532.97	$ -	0.00	$ 532.97	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 187.50	$ 349.41	$ 538.56	$ -	0.00	$ 538.56	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 15.48	$ 17.28	0%	$ -	1.00	$ -	$ -	$ 182.92	$ 359.33	$ 559.52	$ 17.07	0.00	$ 561.11	Best	Best	0	$ 1.59	0.28%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 6.15	$ 11.20	0%	$ -	1.00	$ -	$ -	$ 202.92	$ 377.64	$ 591.75	$ 6.78	0.00	$ 592.38	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 8.39	$ 11.64	0%	$ -	1.00	$ -	$ -	$ 201.67	$ 374.58	$ 587.89	$ 9.25	0.00	$ 588.75	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 286.54	$ 361.61	$ 653.16	$ -	0.00	$ 653.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.30	$ 9.10	0%	$ -	1.00	$ -	$ -	$ 204.58	$ 394.42	$ 608.10	$ 3.64	0.00	$ 608.44	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 0.95	$ 8.40	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 422.65	$ 652.30	$ 1.05	0.00	$ 652.39	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 5.52	$ 12.07	0%	$ -	1.00	$ -	$ -	$ 75.00	$ 135.80	$ 222.87	$ 6.09	0.00	$ 223.43	Best	Best	0	$ 0.57	0.25%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.19	$ 7.74	0%	$ -	1.15	$ -	$ -	$ 142.31	$ 135.80	$ 285.85	$ 1.31	0.00	$ 285.97	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 7.18	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 139.61	$ 227.92	$ 7.92	0.00	$ 228.66	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.66	$ 9.86	0%	$ -	1.15	$ -	$ -	$ 122.19	$ 142.66	$ 274.71	$ 1.83	0.00	$ 274.88	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 5.52	$ 26.82	0%	$ -	1.00	$ -	$ -	$ 76.67	$ 135.80	$ 239.28	$ 6.09	0.00	$ 239.85	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 6.94	$ 13.49	0%	$ -	1.15	$ -	$ -	$ 138.96	$ 136.56	$ 289.01	$ 9.06	0.00	$ 291.13	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 11.27	$ 17.82	0%	$ -	1.00	$ -	$ -	$ 74.17	$ 139.61	$ 231.60	$ 13.84	0.00	$ 234.16	Best	-	1	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.20	$ 12.40	0%	$ -	1.00	$ -	$ -	$ 76.25	$ 143.43	$ 232.08	$ 4.63	0.00	$ 232.51	-	Best	1	$ 0.91	0.39%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 5.52	$ 5.52	0%	$ -	1.00	$ -	$ -	$ 68.75	$ 122.83	$ 197.10	$ 6.09	0.00	$ 197.66	Best	Best	0	$ 0.57	0.29%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 122.50	$ 207.51	$ 330.01	$ -	0.00	$ 330.01	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 12.18	$ 12.18	0%	$ -	1.00	$ -	$ -	$ 105.00	$ 222.00	$ 339.18	$ 13.43	0.00	$ 340.43	Best	Best	0	$ 1.25	0.37%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 256.33	$ 391.33	$ -	0.00	$ 391.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 212.09	$ 378.84	$ -	0.00	$ 378.84	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 4.98	$ 4.98	0%	$ -	1.00	$ -	$ -	$ 63.75	$ 112.91	$ 181.64	$ 5.49	0.00	$ 182.15	Best	Best	0	$ 0.51	0.28%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.38	$ 0.38	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 119.01	$ 193.98	$ 0.42	0.00	$ 194.01	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 125.00	$ 237.26	$ 363.51	$ -	0.00	$ 363.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 14.33	$ 14.33	0%	$ -	1.00	$ -	$ -	$ 137.08	$ 282.27	$ 433.69	$ 15.80	0.00	$ 435.16	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 2.74	$ 3.99	0%	$ -	1.00	$ -	$ -	$ 132.92	$ 255.57	$ 392.48	$ 3.02	0.00	$ 392.76	Best	Best	0	$ 0.28	0.07%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 135.83	$ 270.83	$ 407.91	$ -	0.00	$ 407.91	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 17.43	$ 17.43	0%	$ -	1.00	$ -	$ -	$ 160.83	$ 331.10	$ 509.36	$ 19.22	0.00	$ 511.15	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 5.84	$ 7.09	0%	$ -	1.00	$ -	$ -	$ 163.33	$ 305.16	$ 475.58	$ 6.44	0.00	$ 476.18	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 157.50	$ 289.90	$ 448.65	$ -	0.00	$ 448.65	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 4.84	$ 4.84	0%	$ -	1.00	$ -	$ -	$ 64.58	$ 123.59	$ 193.01	$ 5.34	0.00	$ 193.51	Best	Best	0	$ 0.50	0.26%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 92.08	$ 157.92	$ 250.00	$ -	0.00	$ 250.00	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 103.98	$ 122.83	$ 226.81	$ -	0.00	$ 226.81	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 4.49	$ 4.49	0%	$ -	1.00	$ -	$ -	$ 71.67	$ 141.14	$ 217.29	$ 4.95	0.00	$ 217.75	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 2.82	$ 2.82	0%	$ -	1.15	$ -	$ -	$ 80.59	$ 125.88	$ 209.29	$ 3.11	0.00	$ 209.58	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 69.17	$ 128.17	$ 197.33	$ -	0.00	$ 197.33	Best	Best	0	$ -	0.00%

# Changes	2	Average Delta	
		$ 0.82	0.23%

Value of Time $/h = 30

Class 2L Vehicles Paying with a NY E-ZPass

Cost/h	VOT = >>	$ 30.00
Cost/mile		$ 0.76

						Additional Route Detail				Toll Rates		Impact Factors											Impacts on Drivers – Value of Time $/h = 30				
Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 191.50	$ 267.78	$ 466.18	$ 2.59	0.00	$ 466.42	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 8.10	$ 12.65	0%	$ -	1.00	$ -	$ -	$ 168.50	$ 280.75	$ 461.90	$ 8.93	0.00	$ 462.73	Best	Best	0	$ 0.83	0.18%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 190.00	$ 298.29	$ 495.19	$ 2.59	0.00	$ 495.43	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 310.50	$ 505.40	$ 2.59	0.00	$ 505.64	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 235.18	$ 250.23	$ 486.41	$ -	0.00	$ 486.41	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 283.48	$ 277.70	$ 562.17	$ -	0.00	$ 562.17	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 205.50	$ 333.39	$ 542.14	$ -	0.00	$ 542.14	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.15	$ -	$ -	$ 212.14	$ 257.10	$ 476.14	$ 2.59	0.00	$ 476.38	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 300.58	$ 491.48	$ 2.59	0.00	$ 491.72	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 8.39	$ 12.94	0%	$ -	1.00	$ -	$ -	$ 154.50	$ 264.73	$ 432.17	$ 9.25	0.00	$ 433.03	Best	Best	0	$ 0.86	0.20%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 210.45	$ 222.00	$ 433.45	$ -	0.00	$ 433.45	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 231.73	$ 247.18	$ 479.90	$ -	0.00	$ 479.90	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 279.45	$ 266.25	$ 546.70	$ -	0.00	$ 546.70	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 11.94	$ 16.49	0%	$ -	1.00	$ -	$ -	$ 198.50	$ 331.86	$ 546.85	$ 13.16	0.00	$ 548.08	Best	Best	0	$ 1.22	0.22%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 5.39	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 226.00	$ 379.92	$ 615.86	$ 5.94	0.00	$ 616.42	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35		0%	$ -	1.00	$ -	$ -	$ 236.50	$ 395.18	$ 631.68	$ 2.59	0.00	$ 638.82	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 334.08	$ 334.15	$ 669.23	$ -	0.00	$ 669.23	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 277.73	$ 292.95	$ 570.68	$ -	0.00	$ 570.68	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 251.50	$ 415.02	$ 669.77	$ -	0.00	$ 669.77	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 14.53	$ 19.08	0%	$ -	1.00	$ -	$ -	$ 221.00	$ 373.82	$ 613.90	$ 16.02	0.00	$ 615.39	Best	Best	0	$ 1.49	0.24%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 263.00	$ 412.73	$ 682.63	$ 2.59	0.00	$ 682.87	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 324.88	$ 336.44	$ 661.31	$ -	0.00	$ 661.31	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 279.00	$ 434.85	$ 717.10	$ -	0.00	$ 717.10	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 285.00	$ 445.53	$ 733.78	$ -	0.00	$ 733.78	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 15.48	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 447.06	$ 732.59	$ 17.07	0.00	$ 734.18	Best	Best	0	$ 1.59	0.22%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 6.15	$ 13.95	0%	$ -	1.00	$ -	$ -	$ 295.50	$ 470.71	$ 780.16	$ 6.78	0.00	$ 780.79	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 10.90	0%	$ -	1.00	$ -	$ -	$ 301.50	$ 483.68	$ 796.08	$ 2.59	0.00	$ 796.32	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 283.00	$ 464.61	$ 748.61	$ -	0.00	$ 748.61	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 7.25	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 510.38	$ 842.63	$ -	0.00	$ 842.63	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 145.98	$ 176.99	$ 327.13	$ 2.59	0.00	$ 327.37	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 8.10	$ 9.90	0%	$ -	1.00	$ -	$ -	$ 114.50	$ 190.73	$ 315.13	$ 8.93	0.00	$ 315.96	Best	Best	0	$ 0.83	0.26%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 141.00	$ 211.32	$ 356.47	$ 2.59	0.00	$ 356.71	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 135.50	$ 217.43	$ 357.08	$ 2.59	0.00	$ 357.32	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 186.30	$ 184.62	$ 370.92	$ -	0.00	$ 370.92	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 192.05	$ 181.57	$ 373.62	$ -	0.00	$ 373.62	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 174.80	$ 180.04	$ 354.84	$ -	0.00	$ 354.84	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 157.00	$ 248.71	$ 407.36	$ -	0.00	$ 407.36	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 141.25	$ 166.31	$ 311.72	$ 2.59	0.00	$ 311.96	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 8.39	$ 10.19	0%	$ -	1.00	$ -	$ -	$ 105.50	$ 174.70	$ 290.39	$ 9.25	0.00	$ 291.25	Best	Best	0	$ 0.86	0.30%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 138.00	$ 213.61	$ 355.76	$ 2.59	0.00	$ 356.00	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 132.50	$ 219.72	$ 356.37	$ 2.59	0.00	$ 356.61	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 181.70	$ 173.94	$ 355.64	$ -	0.00	$ 355.64	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 187.45	$ 170.89	$ 358.34	$ -	0.00	$ 358.34	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 201.25	$ 217.43	$ 418.68	$ -	0.00	$ 418.68	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 154.00	$ 250.99	$ 406.64	$ -	0.00	$ 406.64	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 216.42	$ 243.37	$ 463.94	$ 2.59	0.00	$ 464.18	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 11.43	$ 13.23	0%	$ -	1.00	$ -	$ -	$ 145.00	$ 240.31	$ 398.54	$ 12.60	0.00	$ 399.72	Best	Best	0	$ 1.17	0.29%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 182.00	$ 301.35	$ 487.50	$ 2.59	0.00	$ 487.74	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.09	$ 6.89	0%	$ -	1.00	$ -	$ -	$ 171.50	$ 285.32	$ 463.71	$ 5.61	0.00	$ 464.24	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 250.13	$ 242.60	$ 492.73	$ -	0.00	$ 492.73	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 255.30	$ 240.31	$ 495.61	$ -	0.00	$ 495.61	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 201.50	$ 329.57	$ 532.72	$ -	0.00	$ 532.72	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 8.49	$ 10.29	0%	$ -	1.15	$ -	$ -	$ 211.66	$ 281.51	$ 503.46	$ 9.36	0.00	$ 504.33	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 14.53	$ 16.33	0%	$ -	1.00	$ -	$ -	$ 169.00	$ 283.04	$ 468.37	$ 16.02	0.00	$ 469.86	Best	Best	0	$ 1.49	0.32%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 8.49	$ 10.29	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 323.47	$ 533.76	$ 9.36	0.00	$ 534.63	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.80	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 324.23	$ 571.03	$ -	0.00	$ 571.03	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 313.38	$ 287.61	$ 600.99	$ -	0.00	$ 600.99	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 299.00	$ 283.80	$ 582.80	$ -	0.00	$ 582.80	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 349.41	$ 576.06	$ -	0.00	$ 576.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 15.48	$ 17.28	0%	$ -	1.00	$ -	$ -	$ 219.50	$ 359.33	$ 596.11	$ 17.07	0.00	$ 597.69	Best	Best	0	$ 1.59	0.27%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 6.15	$ 11.20	0%	$ -	1.00	$ -	$ -	$ 243.50	$ 377.64	$ 632.34	$ 6.78	0.00	$ 632.97	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 8.39	$ 11.64	0%	$ -	1.00	$ -	$ -	$ 242.00	$ 374.58	$ 628.22	$ 9.25	0.00	$ 629.08	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 343.85	$ 361.61	$ 710.46	$ -	0.00	$ 710.46	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.30	$ 9.10	0%	$ -	1.00	$ -	$ -	$ 245.50	$ 394.42	$ 649.02	$ 3.64	0.00	$ 649.36	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 0.95	$ 8.40	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 422.65	$ 696.55	$ 1.05	0.00	$ 696.64	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 5.52	$ 12.07	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 135.80	$ 237.87	$ 6.09	0.00	$ 238.43	Best	Best	0	$ 0.57	0.24%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.19	$ 7.74	0%	$ -	1.15	$ -	$ -	$ 170.78	$ 135.80	$ 314.31	$ 1.31	0.00	$ 314.43	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 7.18	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 139.61	$ 242.84	$ 7.92	0.00	$ 243.58	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.66	$ 9.86	0%	$ -	1.15	$ -	$ -	$ 146.63	$ 142.66	$ 299.15	$ 1.83	0.00	$ 299.32	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 5.52	$ 26.82	0%	$ -	1.00	$ -	$ -	$ 92.00	$ 135.80	$ 254.62	$ 6.09	0.00	$ 255.18	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 6.94	$ 13.49	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 136.56	$ 316.80	$ 9.06	0.00	$ 318.92	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 11.27	$ 17.82	0%	$ -	1.00	$ -	$ -	$ 89.00	$ 139.61	$ 246.43	$ 13.84	0.00	$ 249.00	Best	-	1	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.20	$ 12.40	0%	$ -	1.00	$ -	$ -	$ 91.50	$ 143.43	$ 247.33	$ 4.63	0.00	$ 247.76	-	Best	1	$ 1.33	0.54%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 5.52	$ 5.52	0%	$ -	1.00	$ -	$ -	$ 82.50	$ 122.83	$ 210.85	$ 6.09	0.00	$ 211.41	Best	Best	0	$ 0.57	0.27%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 207.51	$ 354.51	$ -	0.00	$ 354.51	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 12.18	$ 12.18	0%	$ -	1.00	$ -	$ -	$ 126.00	$ 222.00	$ 360.18	$ 13.43	0.00	$ 361.43	Best	Best	0	$ 1.25	0.35%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 162.00	$ 256.33	$ 418.33	$ -	0.00	$ 418.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 200.10	$ 212.09	$ 412.19	$ -	0.00	$ 412.19	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 4.98	$ 4.98	0%	$ -	1.00	$ -	$ -	$ 76.50	$ 112.91	$ 194.39	$ 5.49	0.00	$ 194.90	Best	Best	0	$ 0.51	0.26%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.38	$ 0.38	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 119.01	$ 208.89	$ 0.42	0.00	$ 208.93	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 237.26	$ 388.51	$ -	0.00	$ 388.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 14.33	$ 14.33	0%	$ -	1.00	$ -	$ -	$ 164.50	$ 282.27	$ 461.10	$ 15.80	0.00	$ 462.57	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 2.74	$ 3.99	0%	$ -	1.00	$ -	$ -	$ 159.50	$ 255.57	$ 419.06	$ 3.02	0.00	$ 419.34	Best	Best	0	$ 0.28	0.07%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 163.00	$ 270.83	$ 435.08	$ -	0.00	$ 435.08	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 17.43	$ 17.43	0%	$ -	1.00	$ -	$ -	$ 193.00	$ 331.10	$ 541.53	$ 19.22	0.00	$ 543.32	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 5.84	$ 7.09	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 305.16	$ 508.25	$ 6.44	0.00	$ 508.85	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 189.00	$ 289.90	$ 480.15	$ -	0.00	$ 480.15	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 4.84	$ 4.84	0%	$ -	1.00	$ -	$ -	$ 77.50	$ 123.59	$ 205.93	$ 5.34	0.00	$ 206.43	Best	Best	0	$ 0.50	0.24%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.50	$ 157.92	$ 268.42	$ -	0.00	$ 268.42	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 124.78	$ 122.83	$ 247.60	$ -	0.00	$ 247.60	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 4.49	$ 4.49	0%	$ -	1.00	$ -	$ -	$ 86.00	$ 141.14	$ 231.63	$ 4.95	0.00	$ 232.09	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 2.82	$ 2.82	0%	$ -	1.15	$ -	$ -	$ 96.71	$ 125.88	$ 225.40	$ 3.11	0.00	$ 225.69	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 83.00	$ 128.17	$ 211.17	$ -	0.00	$ 211.17	Best	Best	0	$ -	0.00%

# Changes	1	Average Delta	
		$ 0.89	0.23%

Value of Time $/h = 40

Class 2L Vehicles Paying with a NY E-ZPass

Cost/h VOT = >>	$ 40.00
Cost/mile	$ 0.76

Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Toll Rates: Total Trip Toll	Impact Factors: Volume Discount	Impact Factors: Tax Credit/mile	Impact Factors: Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Impacts on Drivers: Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
																							Value of Time $/h = 40				
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 255.33	$ 267.78	$ 530.01	$ 2.59	0.00	$ 530.25	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 8.10	$ 12.65	0%	$ -	1.00	$ -	$ -	$ 224.67	$ 280.75	$ 518.06	$ 8.93	0.00	$ 518.89	Best	Best	0	$ 0.83	0.16%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 253.33	$ 298.29	$ 558.53	$ 2.59	0.00	$ 558.77	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 250.67	$ 310.50	$ 568.07	$ 2.59	0.00	$ 568.31	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 313.57	$ 250.23	$ 564.80	$ -	0.00	$ 564.80	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 377.97	$ 277.70	$ 656.66	$ -	0.00	$ 656.66	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 274.00	$ 333.39	$ 610.64	$ -	0.00	$ 610.64	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.15	$ -	$ -	$ 282.86	$ 257.10	$ 546.85	$ 2.59	0.00	$ 547.09	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 245.33	$ 300.58	$ 552.82	$ 2.59	0.00	$ 553.06	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 8.39	$ 12.94	0%	$ -	1.00	$ -	$ -	$ 206.00	$ 264.73	$ 483.67	$ 9.25	0.00	$ 484.53	Best	Best	0	$ 0.86	0.18%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 280.60	$ 222.00	$ 503.60	$ -	0.00	$ 503.60	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 308.97	$ 247.18	$ 557.15	$ -	0.00	$ 557.15	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 372.60	$ 266.25	$ 639.85	$ -	0.00	$ 639.85	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 11.94	$ 16.49	0%	$ -	1.00	$ -	$ -	$ 264.67	$ 331.86	$ 613.02	$ 13.16	0.00	$ 614.24	Best	Best	0	$ 1.22	0.20%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 5.39	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 301.33	$ 379.92	$ 691.20	$ 5.94	0.00	$ 691.75	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35		0%	$ -	1.00	$ -	$ -	$ 315.33	$ 395.18	$ 710.52	$ 2.59	0.00	$ 717.66	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 445.43	$ 334.15	$ 780.58	$ -	0.00	$ 780.58	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 370.30	$ 292.95	$ 663.25	$ -	0.00	$ 663.25	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 335.33	$ 415.02	$ 753.60	$ -	0.00	$ 753.60	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 14.53	$ 19.08	0%	$ -	1.00	$ -	$ -	$ 294.67	$ 373.82	$ 687.57	$ 16.02	0.00	$ 689.06	Best	Best	0	$ 1.49	0.22%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 350.67	$ 412.73	$ 770.30	$ 2.59	0.00	$ 770.54	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.17	$ 336.44	$ 769.61	$ -	0.00	$ 769.61	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 372.00	$ 434.85	$ 810.10	$ -	0.00	$ 810.10	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 3.25	0%	$ -	1.00	$ -	$ -	$ 380.00	$ 445.53	$ 828.78	$ -	0.00	$ 828.78	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 15.48	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 447.06	$ 821.09	$ 17.07	0.00	$ 822.68	Best	Best	0	$ 1.59	0.19%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 6.15	$ 13.95	0%	$ -	1.00	$ -	$ -	$ 394.00	$ 470.71	$ 878.66	$ 6.78	0.00	$ 879.29	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.35	$ 10.90	0%	$ -	1.00	$ -	$ -	$ 402.00	$ 483.68	$ 896.58	$ 2.59	0.00	$ 896.82	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 377.33	$ 464.61	$ 842.94	$ -	0.00	$ 842.94	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 7.25	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 510.38	$ 950.96	$ -	0.00	$ 950.96	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 194.64	$ 176.99	$ 375.79	$ 2.59	0.00	$ 376.03	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 8.10	$ 9.90	0%	$ -	1.00	$ -	$ -	$ 152.67	$ 190.73	$ 353.29	$ 8.93	0.00	$ 354.12	Best	Best	0	$ 0.83	0.24%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 211.32	$ 403.47	$ 2.59	0.00	$ 403.71	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 180.67	$ 217.43	$ 402.24	$ 2.59	0.00	$ 402.48	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 248.40	$ 184.62	$ 433.02	$ -	0.00	$ 433.02	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 256.07	$ 181.57	$ 437.64	$ -	0.00	$ 437.64	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 233.07	$ 180.04	$ 413.11	$ -	0.00	$ 413.11	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 209.33	$ 248.71	$ 459.69	$ -	0.00	$ 459.69	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 188.34	$ 166.31	$ 358.80	$ 2.59	0.00	$ 359.04	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 8.39	$ 10.19	0%	$ -	1.00	$ -	$ -	$ 140.67	$ 174.70	$ 325.56	$ 9.25	0.00	$ 326.42	Best	Best	0	$ 0.86	0.26%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 213.61	$ 401.76	$ 2.59	0.00	$ 402.00	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 176.67	$ 219.72	$ 400.53	$ 2.59	0.00	$ 400.77	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 242.27	$ 173.94	$ 416.21	$ -	0.00	$ 416.21	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.93	$ 170.89	$ 420.82	$ -	0.00	$ 420.82	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 268.33	$ 217.43	$ 485.76	$ -	0.00	$ 485.76	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 205.33	$ 250.99	$ 457.98	$ -	0.00	$ 457.98	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.15	$ -	$ -	$ 288.56	$ 243.37	$ 536.08	$ 2.59	0.00	$ 536.32	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 11.43	$ 13.23	0%	$ -	1.00	$ -	$ -	$ 193.33	$ 240.31	$ 446.88	$ 12.60	0.00	$ 448.05	Best	Best	0	$ 1.17	0.26%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.35	$ 4.15	0%	$ -	1.00	$ -	$ -	$ 242.67	$ 301.35	$ 548.16	$ 2.59	0.00	$ 548.40	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.09	$ 6.89	0%	$ -	1.00	$ -	$ -	$ 228.67	$ 285.32	$ 520.88	$ 5.61	0.00	$ 521.40	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 242.60	$ 576.10	$ -	0.00	$ 576.10	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 340.40	$ 240.31	$ 580.71	$ -	0.00	$ 580.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 268.67	$ 329.57	$ 599.89	$ -	0.00	$ 599.89	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 8.49	$ 10.29	0%	$ -	1.15	$ -	$ -	$ 282.22	$ 281.51	$ 574.02	$ 9.36	0.00	$ 574.89	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 14.53	$ 16.33	0%	$ -	1.00	$ -	$ -	$ 225.33	$ 283.04	$ 524.70	$ 16.02	0.00	$ 526.19	Best	Best	0	$ 1.49	0.28%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 8.49	$ 10.29	0%	$ -	1.00	$ -	$ -	$ 266.67	$ 323.47	$ 600.43	$ 9.36	0.00	$ 601.30	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.80	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 324.23	$ 652.70	$ -	0.00	$ 652.70	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 417.83	$ 287.61	$ 705.45	$ -	0.00	$ 705.45	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 398.67	$ 283.80	$ 682.47	$ -	0.00	$ 682.47	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 300.00	$ 349.41	$ 651.06	$ -	0.00	$ 651.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 15.48	$ 17.28	0%	$ -	1.00	$ -	$ -	$ 292.67	$ 359.33	$ 669.27	$ 17.07	0.00	$ 670.86	Best	Best	0	$ 1.59	0.24%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 6.15	$ 11.20	0%	$ -	1.00	$ -	$ -	$ 324.67	$ 377.64	$ 713.50	$ 6.78	0.00	$ 714.13	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 8.39	$ 11.64	0%	$ -	1.00	$ -	$ -	$ 322.67	$ 374.58	$ 708.89	$ 9.25	0.00	$ 709.75	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 458.47	$ 361.61	$ 825.08	$ -	0.00	$ 825.08	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.30	$ 9.10	0%	$ -	1.00	$ -	$ -	$ 327.33	$ 394.42	$ 730.85	$ 3.64	0.00	$ 731.19	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 0.95	$ 8.40	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 422.65	$ 785.05	$ 1.05	0.00	$ 785.14	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 5.52	$ 12.07	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 135.80	$ 267.87	$ 6.09	0.00	$ 268.43	Best	Best	0	$ 0.57	0.21%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.19	$ 7.74	0%	$ -	1.15	$ -	$ -	$ 227.70	$ 135.80	$ 371.24	$ 1.31	0.00	$ 371.36	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 7.18	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 139.61	$ 272.67	$ 7.92	0.00	$ 273.41	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.66	$ 9.86	0%	$ -	1.15	$ -	$ -	$ 195.50	$ 142.66	$ 348.02	$ 1.83	0.00	$ 348.19	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 5.52	$ 26.82	0%	$ -	1.00	$ -	$ -	$ 122.67	$ 135.80	$ 285.28	$ 6.09	0.00	$ 285.85	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 6.94	$ 13.49	0%	$ -	1.15	$ -	$ -	$ 222.33	$ 136.56	$ 372.38	$ 9.06	0.00	$ 374.50	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 11.27	$ 17.82	0%	$ -	1.00	$ -	$ -	$ 118.67	$ 139.61	$ 276.10	$ 13.84	0.00	$ 278.66	Best	-	1	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.20	$ 12.40	0%	$ -	1.00	$ -	$ -	$ 122.00	$ 143.43	$ 277.83	$ 4.63	0.00	$ 278.26	-	Best	1	$ 2.16	0.78%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 5.52	$ 5.52	0%	$ -	1.00	$ -	$ -	$ 110.00	$ 122.83	$ 238.35	$ 6.09	0.00	$ 238.91	Best	Best	0	$ 0.57	0.24%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 207.51	$ 403.51	$ -	0.00	$ 403.51	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 12.18	$ 12.18	0%	$ -	1.00	$ -	$ -	$ 168.00	$ 222.00	$ 402.18	$ 13.43	0.00	$ 403.43	Best	Best	0	$ 1.25	0.31%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 216.00	$ 256.33	$ 472.33	$ -	0.00	$ 472.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 266.80	$ 212.09	$ 478.89	$ -	0.00	$ 478.89	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 4.98	$ 4.98	0%	$ -	1.00	$ -	$ -	$ 102.00	$ 112.91	$ 219.89	$ 5.49	0.00	$ 220.40	Best	Best	0	$ 0.51	0.23%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.38	$ 0.38	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 119.01	$ 238.73	$ 0.42	0.00	$ 238.76	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 237.26	$ 438.51	$ -	0.00	$ 438.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 14.33	$ 14.33	0%	$ -	1.00	$ -	$ -	$ 219.33	$ 282.27	$ 515.94	$ 15.80	0.00	$ 517.41	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 2.74	$ 3.99	0%	$ -	1.00	$ -	$ -	$ 212.67	$ 255.57	$ 472.23	$ 3.02	0.00	$ 472.51	Best	Best	0	$ 0.28	0.06%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 217.33	$ 270.83	$ 489.41	$ -	0.00	$ 489.41	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 17.43	$ 17.43	0%	$ -	1.00	$ -	$ -	$ 257.33	$ 331.10	$ 605.86	$ 19.22	0.00	$ 607.65	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 5.84	$ 7.09	0%	$ -	1.00	$ -	$ -	$ 261.33	$ 305.16	$ 573.58	$ 6.44	0.00	$ 574.18	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 252.00	$ 289.90	$ 543.15	$ -	0.00	$ 543.15	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 4.84	$ 4.84	0%	$ -	1.00	$ -	$ -	$ 103.33	$ 123.59	$ 231.76	$ 5.34	0.00	$ 232.26	Best	Best	0	$ 0.50	0.21%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.33	$ 157.92	$ 305.25	$ -	0.00	$ 305.25	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.37	$ 122.83	$ 289.19	$ -	0.00	$ 289.19	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 4.49	$ 4.49	0%	$ -	1.00	$ -	$ -	$ 114.67	$ 141.14	$ 260.29	$ 4.95	0.00	$ 260.75	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 2.82	$ 2.82	0%	$ -	1.15	$ -	$ -	$ 128.94	$ 125.88	$ 257.64	$ 3.11	0.00	$ 257.93	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.67	$ 128.17	$ 238.83	$ -	0.00	$ 238.83	Best	Best	0	$ -	0.00%

# Changes	1	Average Delta	
		$ 0.93	0.22%

Best Route Choice Analysis Results

Class 2L **Non-NY E-ZPass**

			Impacts on Drivers as a Function of Value of Time																
			Value of time $/h = 12			Value of time $/h = 18			Value of time $/h = 25			Value of time $/h = 30			Value of time $/h = 40		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	Best	-	1	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	-	Best	1	-	Best	1	-	Best	1	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
			Changes		**2**		**Changes**	**2**		**Changes**	**1**		**Changes**	**2**		**Changes**	**1**
			Average Delta				**Average Delta**			**Average Delta**			**Average Delta**			**Average Delta**	
			$ 3.53		1.31%		$ 4.50	1.46%		$ 5.80	1.59%		$ 6.05	1.55%		$ 6.46	1.47%

Value of Time $/h = 12

Class 2L Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors										Cost/h VOT = >>	$ 12.00	Impacts on Drivers							
			Time																			Cost/mile	$ 0.76	Value of Time $/h = 12							
Origin	Destination	Route	hours	minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %					
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 76.60	$ 267.78	$ 350.83	$ 4.54	0.00	$ 352.66	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 9.31	$ 13.06	0%	$ -	1.00	$ -	$ -	$ 67.40	$ 280.75	$ 361.21	$ 15.63	0.00	$ 367.53	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 76.00	$ 298.29	$ 380.74	$ 4.54	0.00	$ 382.58	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 75.20	$ 310.50	$ 392.15	$ 4.54	0.00	$ 393.99	-	-	0	-	-					
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 94.07	$ 250.23	$ 345.00	$ -	0.00	$ 345.00	Best	Best	0	$ -	0.00%					
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 113.39	$ 277.70	$ 391.79	$ -	0.00	$ 391.79	-	-	0	-	-					
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 82.20	$ 333.39	$ 418.44	$ -	0.00	$ 418.44	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.15	$ -	$ -	$ 84.86	$ 257.10	$ 348.40	$ 4.54	0.00	$ 350.24	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 73.60	$ 300.58	$ 380.63	$ 4.54	0.00	$ 382.47	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 9.64	$ 13.39	0%	$ -	1.00	$ -	$ -	$ 61.80	$ 264.73	$ 339.92	$ 16.19	0.00	$ 346.47	-	-	0	-	-					
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 84.18	$ 222.00	$ 306.88	$ -	0.00	$ 306.88	Best	Best	0	$ -	0.00%					
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 92.69	$ 247.18	$ 340.57	$ -	0.00	$ 340.57	-	-	0	-	-					
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 266.25	$ 378.73	$ -	0.00	$ 378.73	-	-	0	-	-					
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 13.72	$ 17.47	0%	$ -	1.00	$ -	$ -	$ 79.40	$ 331.86	$ 428.73	$ 23.04	0.00	$ 438.05	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 6.19	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 90.40	$ 379.92	$ 480.27	$ 10.40	0.00	$ 484.48	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70		0%	$ -	1.00	$ -	$ -	$ 94.60	$ 395.18	$ 489.78	$ 4.54	0.00	$ 498.07	-	-	0	-	-					
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 133.63	$ 334.15	$ 468.48	$ -	0.00	$ 468.48	-	-	0	-	-					
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 111.09	$ 292.95	$ 404.04	$ -	0.00	$ 404.04	Best	Best	0	$ -	0.00%					
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 100.60	$ 415.02	$ 518.47	$ -	0.00	$ 518.47	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 16.70	$ 20.45	0%	$ -	1.00	$ -	$ -	$ 88.40	$ 373.82	$ 482.67	$ 28.04	0.00	$ 494.01	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 105.20	$ 412.73	$ 524.38	$ 4.54	0.00	$ 526.21	-	-	0	-	-					
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 129.95	$ 336.44	$ 466.39	$ -	0.00	$ 466.39	Best	Best	0	$ -	0.00%					
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 111.60	$ 434.85	$ 549.30	$ -	0.00	$ 549.30	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 445.53	$ 562.38	$ -	0.00	$ 562.38	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 17.79	$ 21.54	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 447.06	$ 574.80	$ 29.88	0.00	$ 586.88	Best	-	1	-	-					
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.07	$ 14.07	0%	$ -	1.00	$ -	$ -	$ 118.20	$ 470.71	$ 602.98	$ 11.87	0.00	$ 607.78	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 10.45	0%	$ -	1.00	$ -	$ -	$ 120.60	$ 483.68	$ 614.73	$ 4.54	0.00	$ 616.56	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 0.70	0%	$ -	1.00	$ -	$ -	$ 113.20	$ 464.61	$ 578.51	$ -	0.00	$ 578.51	-	Best	1	$ 3.71	0.64%					
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 6.85	0%	$ -	1.00	$ -	$ -	$ 130.00	$ 510.38	$ 647.23	$ -	0.00	$ 647.23	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 58.39	$ 176.99	$ 239.64	$ 4.54	0.00	$ 241.47	Best	Best	0	$ 1.83	0.77%					
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 9.31	$ 10.86	0%	$ -	1.00	$ -	$ -	$ 45.80	$ 190.73	$ 247.38	$ 15.63	0.00	$ 253.71	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 56.40	$ 211.32	$ 271.97	$ 4.54	0.00	$ 273.81	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 54.20	$ 217.43	$ 275.88	$ 4.54	0.00	$ 277.71	-	-	0	-	-					
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.52	$ 184.62	$ 259.14	$ -	0.00	$ 259.14	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 76.82	$ 181.57	$ 258.39	$ -	0.00	$ 258.39	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 69.92	$ 180.04	$ 249.96	$ -	0.00	$ 249.96	-	-	0	-	-					
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 62.80	$ 248.71	$ 313.16	$ -	0.00	$ 313.16	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 56.50	$ 166.31	$ 227.06	$ 4.54	0.00	$ 228.90	Best	Best	0	$ 1.83	0.81%					
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 9.64	$ 11.19	0%	$ -	1.00	$ -	$ -	$ 42.20	$ 174.70	$ 228.10	$ 16.19	0.00	$ 234.65	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 213.61	$ 273.06	$ 4.54	0.00	$ 274.90	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 53.00	$ 219.72	$ 276.97	$ 4.54	0.00	$ 278.80	-	-	0	-	-					
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 72.68	$ 173.94	$ 246.62	$ -	0.00	$ 246.62	-	-	0	-	-					
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.98	$ 170.89	$ 245.87	$ -	0.00	$ 245.87	-	-	0	-	-					
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.50	$ 217.43	$ 297.93	$ -	0.00	$ 297.93	-	-	0	-	-					
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 61.60	$ 250.99	$ 314.24	$ -	0.00	$ 314.24	-	-	0	-	-					
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 86.57	$ 243.37	$ 334.18	$ 4.54	0.00	$ 336.02	-	-	0	-	-					
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 13.13	$ 14.68	0%	$ -	1.00	$ -	$ -	$ 58.00	$ 240.31	$ 313.00	$ 22.06	0.00	$ 321.92	Best	Best	0	$ 8.92	2.85%					
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 72.80	$ 301.35	$ 378.40	$ 4.54	0.00	$ 380.23	-	-	0	-	-					
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.85	$ 7.40	0%	$ -	1.00	$ -	$ -	$ 68.60	$ 285.32	$ 361.32	$ 9.82	0.00	$ 365.30	-	-	0	-	-					
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 242.60	$ 342.65	$ -	0.00	$ 342.65	-	-	0	-	-					
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 102.12	$ 240.31	$ 342.43	$ -	0.00	$ 342.43	-	-	0	-	-					
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 80.60	$ 329.57	$ 411.82	$ -	0.00	$ 411.82	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 9.76	$ 11.31	0%	$ -	1.15	$ -	$ -	$ 84.67	$ 281.51	$ 377.48	$ 16.38	0.00	$ 384.11	-	-	0	-	-					
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 16.70	$ 18.25	0%	$ -	1.00	$ -	$ -	$ 67.60	$ 283.04	$ 368.88	$ 28.04	0.00	$ 380.23	Best	Best	0	$ 11.34	3.07%					
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 9.76	$ 11.31	0%	$ -	1.00	$ -	$ -	$ 80.00	$ 323.47	$ 414.78	$ 16.38	0.00	$ 421.40	-	-	0	-	-					
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.55	0%	$ -	1.00	$ -	$ -	$ 98.00	$ 324.23	$ 423.78	$ -	0.00	$ 423.78	-	-	0	-	-					
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 125.35	$ 287.61	$ 412.96	$ -	0.00	$ 412.96	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 119.60	$ 283.80	$ 403.40	$ -	0.00	$ 403.40	-	-	0	-	-					
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 349.41	$ 441.06	$ -	0.00	$ 441.06	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 17.79	$ 19.34	0%	$ -	1.00	$ -	$ -	$ 87.80	$ 359.33	$ 466.47	$ 29.88	0.00	$ 478.55	Best	Best	0	$ 12.09	2.59%					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.07	$ 11.87	0%	$ -	1.00	$ -	$ -	$ 97.40	$ 377.64	$ 486.90	$ 11.87	0.00	$ 491.70	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 9.64	$ 12.89	0%	$ -	1.00	$ -	$ -	$ 96.80	$ 374.58	$ 484.28	$ 16.19	0.00	$ 490.83	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 137.54	$ 361.61	$ 504.15	$ -	0.00	$ 504.15	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.79	$ 9.34	0%	$ -	1.00	$ -	$ -	$ 98.20	$ 394.42	$ 501.96	$ 6.37	0.00	$ 504.54	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.09	$ 8.29	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 422.65	$ 537.14	$ 1.83	0.00	$ 537.88	-	-	0	-	-					
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 6.34	$ 16.51	0%	$ -	1.00	$ -	$ -	$ 36.00	$ 135.80	$ 188.31	$ 10.65	0.00	$ 192.62	Best	Best	0	$ 4.31	2.29%					
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.37	$ 11.54	0%	$ -	1.15	$ -	$ -	$ 68.31	$ 135.80	$ 215.64	$ 2.29	0.00	$ 216.57	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 8.26	$ 18.43	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 139.61	$ 193.84	$ 13.86	0.00	$ 199.44	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.91	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 58.65	$ 142.66	$ 215.04	$ 3.21	0.00	$ 216.34	-	-	0	-	-					
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 6.34	$ 33.51	0%	$ -	1.00	$ -	$ -	$ 36.80	$ 135.80	$ 206.11	$ 10.65	0.00	$ 210.42	-	-	0	-	-					
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 7.98	$ 18.15	0%	$ -	1.15	$ -	$ -	$ 66.70	$ 136.56	$ 221.41	$ 15.86	0.00	$ 229.29	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 12.96	$ 23.13	0%	$ -	1.00	$ -	$ -	$ 35.60	$ 139.61	$ 198.34	$ 24.22	0.00	$ 209.60	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.83	$ 16.65	0%	$ -	1.00	$ -	$ -	$ 36.60	$ 143.43	$ 196.67	$ 8.11	0.00	$ 199.95	Best	Best	0	$ 3.28	1.67%					
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 6.34	$ 6.34	0%	$ -	1.00	$ -	$ -	$ 33.00	$ 122.83	$ 162.17	$ 10.65	0.00	$ 166.48	Best	Best	0	$ 4.31	2.66%					
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 58.80	$ 207.51	$ 266.31	$ -	0.00	$ 266.31	-	-	0	-	-					
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 14.00	$ 14.00	0%	$ -	1.00	$ -	$ -	$ 50.40	$ 222.00	$ 286.40	$ 23.51	0.00	$ 295.91	Best	-	1	-	-					
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 64.80	$ 256.33	$ 321.13	$ -	0.00	$ 321.13	-	-	0	-	-					
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.04	$ 212.09	$ 292.13	$ -	0.00	$ 292.13	-	Best	1	$ 5.73	1.96%					
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 5.72	$ 5.72	0%	$ -	1.00	$ -	$ -	$ 30.60	$ 112.91	$ 149.23	$ 9.61	0.00	$ 153.12	Best	Best	0	$ 3.89	2.61%					
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.44	$ 0.44	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 119.01	$ 155.25	$ 0.73	0.00	$ 155.55	-	-	0	-	-					
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 60.00	$ 237.26	$ 298.51	$ -	0.00	$ 298.51	-	-	0	-	-					
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 16.47	$ 16.47	0%	$ -	1.00	$ -	$ -	$ 65.80	$ 282.27	$ 364.54	$ 27.65	0.00	$ 375.73	-	-	0	-	-					
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.15	$ 4.40	0%	$ -	1.00	$ -	$ -	$ 63.80	$ 255.57	$ 323.77	$ 5.29	0.00	$ 325.91	Best	Best	0	$ 2.14	0.66%					
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 65.20	$ 270.83	$ 337.28	$ -	0.00	$ 337.28	-	-	0	-	-					
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 20.03	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 77.20	$ 331.10	$ 428.33	$ 33.64	0.00	$ 441.94	-	-	0	-	-					
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 6.71	$ 7.96	0%	$ -	1.00	$ -	$ -	$ 78.40	$ 305.16	$ 391.52	$ 11.27	0.00	$ 396.08	-	-	0	-	-					
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 289.90	$ 366.75	$ -	0.00	$ 366.75	Best	Best	0	$ -	0.00%					
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 5.56	$ 5.56	0%	$ -	1.00	$ -	$ -	$ 31.00	$ 123.59	$ 160.15	$ 9.34	0.00	$ 163.93	Best	Best	0	$ 3.78	2.36%					
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 44.20	$ 157.92	$ 202.12	$ -	0.00	$ 202.12	-	-	0	-	-					
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 49.91	$ 122.83	$ 172.74	$ -	0.00	$ 172.74	-	-	0	-	-					
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.16	$ 5.16	0%	$ -	1.00	$ -	$ -	$ 34.40	$ 141.14	$ 180.70	$ 8.66	0.00	$

Value of Time $/h = 18

Class 2L Vehicles Paying with a Non-NY E-ZPass

Cost/h	VOT = >>	$ 18.00
Cost/mile		$ 0.76

Origin	Destination	Route	Time: hours	Time: minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Total Trip Toll	Impact Factors: Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Impacts on Drivers (Value of Time $/h = 18): Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 114.90	$ 267.78	$ 389.13	$ 4.54	0.00	$ 390.96	Best	Best	0	$ 1.83	0.47%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 9.31	$ 13.06	0%	$ -	1.00	$ -	$ -	$ 101.10	$ 280.75	$ 394.91	$ 15.63	0.00	$ 401.23	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 298.29	$ 418.74	$ 4.54	0.00	$ 420.58	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 112.80	$ 310.50	$ 429.75	$ 4.54	0.00	$ 431.59	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 141.11	$ 250.23	$ 392.04	$ -	0.00	$ 392.04	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 170.09	$ 277.70	$ 448.48	$ -	0.00	$ 448.48	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 123.30	$ 333.39	$ 459.54	$ -	0.00	$ 459.54	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.15	$ -	$ -	$ 127.28	$ 257.10	$ 390.83	$ 4.54	0.00	$ 392.67	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 110.40	$ 300.58	$ 417.43	$ 4.54	0.00	$ 419.27	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 9.64	$ 13.39	0%	$ -	1.00	$ -	$ -	$ 92.70	$ 264.73	$ 370.82	$ 16.19	0.00	$ 377.37	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 126.27	$ 222.00	$ 348.97	$ -	0.00	$ 348.97	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 139.04	$ 247.18	$ 386.91	$ -	0.00	$ 386.91	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 167.67	$ 266.25	$ 434.62	$ -	0.00	$ 434.62	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 13.72	$ 17.47	0%	$ -	1.00	$ -	$ -	$ 119.10	$ 331.86	$ 468.43	$ 23.04	0.00	$ 477.75	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 6.19	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 135.60	$ 379.92	$ 525.47	$ 10.40	0.00	$ 529.68	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70		0%	$ -	1.00	$ -	$ -	$ 141.90	$ 395.18	$ 537.08	$ 4.54	0.00	$ 545.37	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 200.45	$ 334.15	$ 535.30	$ -	0.00	$ 535.30	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 166.64	$ 292.95	$ 459.59	$ -	0.00	$ 459.59	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 150.90	$ 415.02	$ 568.77	$ -	0.00	$ 568.77	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 16.70	$ 20.45	0%	$ -	1.00	$ -	$ -	$ 132.60	$ 373.82	$ 526.87	$ 28.04	0.00	$ 538.21	Best	-	1	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 157.80	$ 412.73	$ 576.98	$ 4.54	0.00	$ 578.81	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 194.93	$ 336.44	$ 531.36	$ -	0.00	$ 531.36	-	Best	1	$ 4.50	0.85%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 167.40	$ 434.85	$ 605.10	$ -	0.00	$ 605.10	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 171.00	$ 445.53	$ 619.38	$ -	0.00	$ 619.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 17.79	$ 21.54	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 447.06	$ 627.90	$ 29.88	0.00	$ 639.98	Best	-	1	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.07	$ 14.07	0%	$ -	1.00	$ -	$ -	$ 177.30	$ 470.71	$ 662.08	$ 11.87	0.00	$ 666.88	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 10.45	0%	$ -	1.00	$ -	$ -	$ 180.90	$ 483.68	$ 675.03	$ 4.54	0.00	$ 676.86	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 0.70	0%	$ -	1.00	$ -	$ -	$ 169.80	$ 464.61	$ 635.11	$ -	0.00	$ 635.11	-	Best	1	$ 7.21	1.13%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 6.85	0%	$ -	1.00	$ -	$ -	$ 195.00	$ 510.38	$ 712.23	$ -	0.00	$ 712.23	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 87.59	$ 176.99	$ 268.83	$ 4.54	0.00	$ 270.67	Best	Best	0	$ 1.83	0.68%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 9.31	$ 10.86	0%	$ -	1.00	$ -	$ -	$ 68.70	$ 190.73	$ 270.28	$ 15.63	0.00	$ 276.61	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 84.60	$ 211.32	$ 300.17	$ 4.54	0.00	$ 302.01	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 81.30	$ 217.43	$ 302.98	$ 4.54	0.00	$ 304.81	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 184.62	$ 296.40	$ -	0.00	$ 296.40	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 115.23	$ 181.57	$ 296.80	$ -	0.00	$ 296.80	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 104.88	$ 180.04	$ 284.92	$ -	0.00	$ 284.92	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 94.20	$ 248.71	$ 344.56	$ -	0.00	$ 344.56	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 84.75	$ 166.31	$ 255.31	$ 4.54	0.00	$ 257.15	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 9.64	$ 11.19	0%	$ -	1.00	$ -	$ -	$ 63.30	$ 174.70	$ 249.20	$ 16.19	0.00	$ 255.75	Best	Best	0	$ 6.55	2.63%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 82.80	$ 213.61	$ 300.66	$ 4.54	0.00	$ 302.50	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 79.50	$ 219.72	$ 303.47	$ 4.54	0.00	$ 305.30	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 109.02	$ 173.94	$ 282.96	$ -	0.00	$ 282.96	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 112.47	$ 170.89	$ 283.36	$ -	0.00	$ 283.36	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.75	$ 217.43	$ 338.18	$ -	0.00	$ 338.18	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 92.40	$ 250.99	$ 345.04	$ -	0.00	$ 345.04	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 129.85	$ 243.37	$ 377.47	$ 4.54	0.00	$ 379.30	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 13.13	$ 14.68	0%	$ -	1.00	$ -	$ -	$ 87.00	$ 240.31	$ 342.00	$ 22.06	0.00	$ 350.92	Best	Best	0	$ 8.92	2.61%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 109.20	$ 301.35	$ 414.80	$ 4.54	0.00	$ 416.63	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.85	$ 7.40	0%	$ -	1.00	$ -	$ -	$ 102.90	$ 285.32	$ 395.62	$ 9.82	0.00	$ 399.60	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 150.08	$ 242.60	$ 392.68	$ -	0.00	$ 392.68	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 153.18	$ 240.31	$ 393.49	$ -	0.00	$ 393.49	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 120.90	$ 329.57	$ 452.12	$ -	0.00	$ 452.12	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 9.76	$ 11.31	0%	$ -	1.15	$ -	$ -	$ 127.00	$ 281.51	$ 419.81	$ 16.38	0.00	$ 426.44	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 16.70	$ 18.25	0%	$ -	1.00	$ -	$ -	$ 101.40	$ 283.04	$ 402.68	$ 28.04	0.00	$ 414.03	Best	Best	0	$ 11.34	2.82%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 9.76	$ 11.31	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 323.47	$ 454.78	$ 16.38	0.00	$ 461.40	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.55	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 324.23	$ 472.78	$ -	0.00	$ 472.78	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 188.03	$ 287.61	$ 475.64	$ -	0.00	$ 475.64	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 179.40	$ 283.80	$ 463.20	$ -	0.00	$ 463.20	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 349.41	$ 486.06	$ -	0.00	$ 486.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 17.79	$ 19.34	0%	$ -	1.00	$ -	$ -	$ 131.70	$ 359.33	$ 510.37	$ 29.88	0.00	$ 522.45	Best	Best	0	$ 12.09	2.37%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.07	$ 11.87	0%	$ -	1.00	$ -	$ -	$ 146.10	$ 377.64	$ 535.60	$ 11.87	0.00	$ 540.40	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 9.64	$ 12.89	0%	$ -	1.00	$ -	$ -	$ 145.20	$ 374.58	$ 532.68	$ 16.19	0.00	$ 539.23	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 206.31	$ 361.61	$ 572.92	$ -	0.00	$ 572.92	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.79	$ 9.34	0%	$ -	1.00	$ -	$ -	$ 147.30	$ 394.42	$ 551.06	$ 6.37	0.00	$ 553.64	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.09	$ 8.29	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 422.65	$ 590.24	$ 1.83	0.00	$ 590.98	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 6.34	$ 16.51	0%	$ -	1.00	$ -	$ -	$ 54.00	$ 135.80	$ 206.31	$ 10.65	0.00	$ 210.62	Best	Best	0	$ 4.31	2.09%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.37	$ 11.54	0%	$ -	1.15	$ -	$ -	$ 102.47	$ 135.80	$ 249.80	$ 2.29	0.00	$ 250.72	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 8.26	$ 18.43	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 139.61	$ 211.74	$ 13.86	0.00	$ 217.34	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.91	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 87.98	$ 142.66	$ 244.37	$ 3.21	0.00	$ 245.67	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 6.34	$ 33.51	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 135.80	$ 224.51	$ 10.65	0.00	$ 228.82	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 7.98	$ 18.15	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 136.56	$ 254.76	$ 15.86	0.00	$ 262.64	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 12.96	$ 23.13	0%	$ -	1.00	$ -	$ -	$ 53.40	$ 139.61	$ 216.14	$ 24.22	0.00	$ 227.40	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.83	$ 16.65	0%	$ -	1.00	$ -	$ -	$ 54.90	$ 143.43	$ 214.97	$ 8.11	0.00	$ 218.25	Best	Best	0	$ 3.28	1.53%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 6.34	$ 6.34	0%	$ -	1.00	$ -	$ -	$ 49.50	$ 122.83	$ 178.67	$ 10.65	0.00	$ 182.98	Best	Best	0	$ 4.31	2.41%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 88.20	$ 207.51	$ 295.71	$ -	0.00	$ 295.71	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 14.00	$ 14.00	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 222.00	$ 311.60	$ 23.51	0.00	$ 321.11	Best	Best	0	$ 9.51	3.05%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 97.20	$ 256.33	$ 353.53	$ -	0.00	$ 353.53	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.06	$ 212.09	$ 332.15	$ -	0.00	$ 332.15	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 5.72	$ 5.72	0%	$ -	1.00	$ -	$ -	$ 45.90	$ 112.91	$ 164.53	$ 9.61	0.00	$ 168.42	Best	Best	0	$ 3.89	2.36%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.44	$ 0.44	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 119.01	$ 173.15	$ 0.73	0.00	$ 173.45	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 237.26	$ 328.51	$ -	0.00	$ 328.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 16.47	$ 16.47	0%	$ -	1.00	$ -	$ -	$ 98.70	$ 282.27	$ 397.44	$ 27.65	0.00	$ 408.63	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.15	$ 4.40	0%	$ -	1.00	$ -	$ -	$ 95.70	$ 255.57	$ 355.67	$ 5.29	0.00	$ 357.81	Best	Best	0	$ 2.14	0.60%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 97.80	$ 270.83	$ 369.88	$ -	0.00	$ 369.88	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 20.03	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 115.80	$ 331.10	$ 466.93	$ 33.64	0.00	$ 480.54	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 6.71	$ 7.96	0%	$ -	1.00	$ -	$ -	$ 117.60	$ 305.16	$ 430.72	$ 11.27	0.00	$ 435.28	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 113.40	$ 289.90	$ 404.55	$ -	0.00	$ 404.55	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 5.56	$ 5.56	0%	$ -	1.00	$ -	$ -	$ 46.50	$ 123.59	$ 175.65	$ 9.34	0.00	$ 179.43	Best	Best	0	$ 3.78	2.15%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 66.30	$ 157.92	$ 224.22	$ -	0.00	$ 224.22	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.87	$ 122.83	$ 197.69	$ -	0.00	$ 197.69	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.16	$ 5.16	0%	$ -	1.00	$ -	$ -	$ 51.60	$ 141.14	$ 197.90	$ 8.66	0.00	$ 201.40	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.24	$ 3.24	0%	$ -	1.15	$ -	$ -	$ 58.02	$ 125.88	$ 187.14	$ 5.44	0.00	$ 189.34	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 49.80	$ 128.17	$ 177.97	$ -	0.00	$ 177.97	Best	Best	0	$ -	0.00%

# Changes	2	Average Delta	
		$ 4.50	1.46%

Value of Time $/h = 25

Class 2L Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors											Cost/h VOT = >>	$ 25.00	Impacts on Drivers							
			Time																				Cost/mile	$ 0.76	Value of Time $/h = 25							
Origin	Destination	Route	hours	minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %					
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 159.58	$ 267.78	$ 433.81	$ 4.54	0.00	$ 435.65	Best	Best	0	$ 1.83	0.42%					
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 9.31	$ 13.06	0%	$ -	1.00	$ -	$ -	$ 140.42	$ 280.75	$ 434.22	$ 15.63	0.00	$ 440.55	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 158.33	$ 298.29	$ 463.08	$ 4.54	0.00	$ 464.91	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 156.67	$ 310.50	$ 473.62	$ 4.54	0.00	$ 475.45	-	-	0	-	-					
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 195.98	$ 250.23	$ 446.91	$ -	0.00	$ 446.91	-	-	0	-	-					
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 236.23	$ 277.70	$ 514.62	$ -	0.00	$ 514.62	-	-	0	-	-					
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 171.25	$ 333.39	$ 507.49	$ -	0.00	$ 507.49	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.15	$ -	$ -	$ 176.78	$ 257.10	$ 440.33	$ 4.54	0.00	$ 442.17	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 153.33	$ 300.58	$ 460.37	$ 4.54	0.00	$ 462.20	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 9.64	$ 13.39	0%	$ -	1.00	$ -	$ -	$ 128.75	$ 264.73	$ 406.87	$ 16.19	0.00	$ 413.42	-	-	0	-	-					
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 175.38	$ 222.00	$ 398.08	$ -	0.00	$ 398.08	Best	Best	0	$ -	0.00%					
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 193.10	$ 247.18	$ 440.98	$ -	0.00	$ 440.98	-	-	0	-	-					
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 232.88	$ 266.25	$ 499.83	$ -	0.00	$ 499.83	-	-	0	-	-					
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 13.72	$ 17.47	0%	$ -	1.00	$ -	$ -	$ 165.42	$ 331.86	$ 514.75	$ 23.04	0.00	$ 524.07	Best	Best	0	$ 9.32	1.81%					
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 6.19	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 188.33	$ 379.92	$ 578.20	$ 10.40	0.00	$ 582.41	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70		0%	$ -	1.00	$ -	$ -	$ 197.08	$ 395.18	$ 592.27	$ 4.54	0.00	$ 600.55	-	-	0	-	-					
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 278.40	$ 334.15	$ 613.25	$ -	0.00	$ 613.25	-	-	0	-	-					
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 231.44	$ 292.95	$ 524.39	$ -	0.00	$ 524.39	-	-	0	-	-					
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 209.58	$ 415.02	$ 627.45	$ -	0.00	$ 627.45	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 16.70	$ 20.45	0%	$ -	1.00	$ -	$ -	$ 184.17	$ 373.82	$ 578.43	$ 28.04	0.00	$ 589.78	Best	Best	0	$ 11.34	1.96%					
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 219.17	$ 412.73	$ 638.35	$ 4.54	0.00	$ 640.18	-	-	0	-	-					
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 270.73	$ 336.44	$ 607.17	$ -	0.00	$ 607.17	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 232.50	$ 434.85	$ 670.20	$ -	0.00	$ 670.20	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 237.50	$ 445.53	$ 685.88	$ -	0.00	$ 685.88	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 17.79	$ 21.54	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 447.06	$ 689.85	$ 29.88	0.00	$ 701.93	Best	-	1	-	-					
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.07	$ 14.07	0%	$ -	1.00	$ -	$ -	$ 246.25	$ 470.71	$ 731.03	$ 11.87	0.00	$ 735.83	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 10.45	0%	$ -	1.00	$ -	$ -	$ 251.25	$ 483.68	$ 745.38	$ 4.54	0.00	$ 747.21	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 0.70	0%	$ -	1.00	$ -	$ -	$ 235.83	$ 464.61	$ 701.14	$ -	0.00	$ 701.14	-	Best	1	$ 11.29	1.61%					
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 6.85	0%	$ -	1.00	$ -	$ -	$ 270.83	$ 510.38	$ 788.06	$ -	0.00	$ 788.06	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 121.65	$ 176.99	$ 302.90	$ 4.54	0.00	$ 304.73	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 9.31	$ 10.86	0%	$ -	1.00	$ -	$ -	$ 95.42	$ 190.73	$ 297.00	$ 15.63	0.00	$ 303.32	Best	Best	0	$ 6.32	2.13%					
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 117.50	$ 211.32	$ 333.07	$ 4.54	0.00	$ 334.91	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 112.92	$ 217.43	$ 334.59	$ 4.54	0.00	$ 336.43	-	-	0	-	-					
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 155.25	$ 184.62	$ 339.87	$ -	0.00	$ 339.87	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 160.04	$ 181.57	$ 341.61	$ -	0.00	$ 341.61	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 145.67	$ 180.04	$ 325.71	$ -	0.00	$ 325.71	-	-	0	-	-					
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 130.83	$ 248.71	$ 381.19	$ -	0.00	$ 381.19	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 117.71	$ 166.31	$ 288.27	$ 4.54	0.00	$ 290.11	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 9.64	$ 11.19	0%	$ -	1.00	$ -	$ -	$ 87.92	$ 174.70	$ 273.81	$ 16.19	0.00	$ 280.36	Best	Best	0	$ 6.55	2.39%					
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 115.00	$ 213.61	$ 332.86	$ 4.54	0.00	$ 334.70	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 110.42	$ 219.72	$ 334.38	$ 4.54	0.00	$ 336.22	-	-	0	-	-					
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 151.42	$ 173.94	$ 325.36	$ -	0.00	$ 325.36	-	-	0	-	-					
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 156.21	$ 170.89	$ 327.10	$ -	0.00	$ 327.10	-	-	0	-	-					
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 167.71	$ 217.43	$ 385.13	$ -	0.00	$ 385.13	-	-	0	-	-					
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 128.33	$ 250.99	$ 380.98	$ -	0.00	$ 380.98	-	-	0	-	-					
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 180.35	$ 243.37	$ 427.97	$ 4.54	0.00	$ 429.80	-	-	0	-	-					
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 13.13	$ 14.68	0%	$ -	1.00	$ -	$ -	$ 120.83	$ 240.31	$ 375.83	$ 22.06	0.00	$ 384.75	Best	Best	0	$ 8.92	2.37%					
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 151.67	$ 301.35	$ 457.26	$ 4.54	0.00	$ 459.10	-	-	0	-	-					
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.85	$ 7.40	0%	$ -	1.00	$ -	$ -	$ 142.92	$ 285.32	$ 435.64	$ 9.82	0.00	$ 439.61	-	-	0	-	-					
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 208.44	$ 242.60	$ 451.04	$ -	0.00	$ 451.04	-	-	0	-	-					
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 212.75	$ 240.31	$ 453.06	$ -	0.00	$ 453.06	-	-	0	-	-					
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 167.92	$ 329.57	$ 499.14	$ -	0.00	$ 499.14	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 9.76	$ 11.31	0%	$ -	1.15	$ -	$ -	$ 176.39	$ 281.51	$ 469.20	$ 16.38	0.00	$ 475.83	-	-	0	-	-					
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 16.70	$ 18.25	0%	$ -	1.00	$ -	$ -	$ 140.83	$ 283.04	$ 442.12	$ 28.04	0.00	$ 453.46	Best	Best	0	$ 11.34	2.57%					
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 9.76	$ 11.31	0%	$ -	1.00	$ -	$ -	$ 166.67	$ 323.47	$ 501.44	$ 16.38	0.00	$ 508.07	-	-	0	-	-					
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.55	0%	$ -	1.00	$ -	$ -	$ 204.17	$ 324.23	$ 529.95	$ -	0.00	$ 529.95	-	-	0	-	-					
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 261.15	$ 287.61	$ 548.76	$ -	0.00	$ 548.76	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.17	$ 283.80	$ 532.97	$ -	0.00	$ 532.97	-	-	0	-	-					
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 187.50	$ 349.41	$ 538.56	$ -	0.00	$ 538.56	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 17.79	$ 19.34	0%	$ -	1.00	$ -	$ -	$ 182.92	$ 359.33	$ 561.58	$ 29.88	0.00	$ 573.67	Best	Best	0	$ 12.09	2.15%					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.07	$ 11.87	0%	$ -	1.00	$ -	$ -	$ 202.92	$ 377.64	$ 592.42	$ 11.87	0.00	$ 597.22	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 9.64	$ 12.89	0%	$ -	1.00	$ -	$ -	$ 201.67	$ 374.58	$ 589.14	$ 16.19	0.00	$ 595.69	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 286.54	$ 361.61	$ 653.16	$ -	0.00	$ 653.16	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.79	$ 9.34	0%	$ -	1.00	$ -	$ -	$ 204.58	$ 394.42	$ 608.35	$ 6.37	0.00	$ 610.92	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.09	$ 8.29	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 422.65	$ 652.19	$ 1.83	0.00	$ 652.93	-	-	0	-	-					
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 6.34	$ 16.51	0%	$ -	1.00	$ -	$ -	$ 75.00	$ 135.80	$ 227.31	$ 10.65	0.00	$ 231.62	Best	Best	0	$ 4.31	1.90%					
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.37	$ 11.54	0%	$ -	1.15	$ -	$ -	$ 142.31	$ 135.80	$ 289.64	$ 2.29	0.00	$ 290.57	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 8.26	$ 18.43	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 139.61	$ 232.62	$ 13.86	0.00	$ 238.23	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.91	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 122.19	$ 142.66	$ 278.58	$ 3.21	0.00	$ 279.88	-	-	0	-	-					
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 6.34	$ 33.51	0%	$ -	1.00	$ -	$ -	$ 76.67	$ 135.80	$ 245.98	$ 10.65	0.00	$ 250.29	-	-	0	-	-					
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 7.98	$ 18.15	0%	$ -	1.15	$ -	$ -	$ 138.96	$ 136.56	$ 293.67	$ 15.86	0.00	$ 301.54	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 12.96	$ 23.13	0%	$ -	1.00	$ -	$ -	$ 74.17	$ 139.61	$ 236.90	$ 24.22	0.00	$ 248.16	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.83	$ 16.65	0%	$ -	1.00	$ -	$ -	$ 76.25	$ 143.43	$ 236.32	$ 8.11	0.00	$ 239.60	Best	Best	0	$ 3.28	1.39%					
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 6.34	$ 6.34	0%	$ -	1.00	$ -	$ -	$ 68.75	$ 122.83	$ 197.92	$ 10.65	0.00	$ 202.23	Best	Best	0	$ 4.31	2.18%					
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 122.50	$ 207.51	$ 330.01	$ -	0.00	$ 330.01	-	-	0	-	-					
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 14.00	$ 14.00	0%	$ -	1.00	$ -	$ -	$ 105.00	$ 222.00	$ 341.00	$ 23.51	0.00	$ 350.51	Best	Best	0	$ 9.51	2.79%					
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 256.33	$ 391.33	$ -	0.00	$ 391.33	-	-	0	-	-					
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 212.09	$ 378.84	$ -	0.00	$ 378.84	-	-	0	-	-					
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 5.72	$ 5.72	0%	$ -	1.00	$ -	$ -	$ 63.75	$ 112.91	$ 182.38	$ 9.61	0.00	$ 186.27	Best	Best	0	$ 3.89	2.13%					
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.44	$ 0.44	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 119.01	$ 194.03	$ 0.73	0.00	$ 194.33	-	-	0	-	-					
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 125.00	$ 237.26	$ 363.51	$ -	0.00	$ 363.51	-	-	0	-	-					
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 16.47	$ 16.47	0%	$ -	1.00	$ -	$ -	$ 137.08	$ 282.27	$ 435.82	$ 27.65	0.00	$ 447.01	-	-	0	-	-					
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.15	$ 4.40	0%	$ -	1.00	$ -	$ -	$ 132.92	$ 255.57	$ 392.89	$ 5.29	0.00	$ 395.03	Best	Best	0	$ 2.14	0.54%					
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 135.83	$ 270.83	$ 407.91	$ -	0.00	$ 407.91	-	-	0	-	-					
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 20.03	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 160.83	$ 331.10	$ 511.96	$ 33.64	0.00	$ 525.57	-	-	0	-	-					
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 6.71	$ 7.96	0%	$ -	1.00	$ -	$ -	$ 163.33	$ 305.16	$ 476.45	$ 11.27	0.00	$ 481.01	-	-	0	-	-					
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 157.50	$ 289.90	$ 448.65	$ -	0.00	$ 448.65	Best	Best	0	$ -	0.00%					
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 5.56	$ 5.56	0%	$ -	1.00	$ -	$ -	$ 64.58	$ 123.59	$ 193.74	$ 9.34	0.00	$ 197.51	Best	Best	0	$ 3.78	1.95%					
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 92.08	$ 157.92	$ 250.00	$ -	0.00	$ 250.00	-	-	0	-	-					
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 103.98	$ 122.83	$ 226.81	$ -	0.00	$ 226.81	-	-	0	-	-					
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.16	$ 5.16	0%	$ -	1.00	$ -	$ -	$ 71.67	$ 141.14	$ 217.96	$

Value of Time $/h = 30

Class 2L Vehicles Paying with a Non-NY E-ZPass

Cost/h	VOT = >>	$ 30.00
Cost/mile		$ 0.76

Impacts on Drivers — Value of Time $/h = 30

			Time			Additional Route Detail				Toll Rates		Impact Factors											Impacts on Drivers				
Origin	Destination	Route	hours	minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 191.50	$ 267.78	$ 465.73	$ 4.54	0.00	$ 467.56	-	Best	1	$ 5.26	1.13%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 9.31	$ 13.06	0%	$ -	1.00	$ -	$ -	$ 168.50	$ 280.75	$ 462.31	$ 15.63	0.00	$ 468.63	Best	-	1	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 190.00	$ 298.29	$ 494.74	$ 4.54	0.00	$ 496.58	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 310.50	$ 504.95	$ 4.54	0.00	$ 506.79	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 235.18	$ 250.23	$ 486.11	$ -	0.00	$ 486.11	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 283.48	$ 277.70	$ 561.87	$ -	0.00	$ 561.87	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 205.50	$ 333.39	$ 541.74	$ -	0.00	$ 541.74	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.15	$ -	$ -	$ 212.14	$ 257.10	$ 475.69	$ 4.54	0.00	$ 477.52	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 300.58	$ 491.03	$ 4.54	0.00	$ 492.87	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 9.64	$ 13.39	0%	$ -	1.00	$ -	$ -	$ 154.50	$ 264.73	$ 432.62	$ 16.19	0.00	$ 439.17	Best	-	1	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 210.45	$ 222.00	$ 433.15	$ -	0.00	$ 433.15	-	Best	1	$ 0.54	0.12%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 231.73	$ 247.18	$ 479.60	$ -	0.00	$ 479.60	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 279.45	$ 266.25	$ 546.40	$ -	0.00	$ 546.40	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 13.72	$ 17.47	0%	$ -	1.00	$ -	$ -	$ 198.50	$ 331.86	$ 547.83	$ 23.04	0.00	$ 557.15	Best	Best	0	$ 9.32	1.70%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 6.19	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 226.00	$ 379.92	$ 615.87	$ 10.40	0.00	$ 620.08	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70		0%	$ -	1.00	$ -	$ -	$ 236.50	$ 395.18	$ 631.68	$ 4.54	0.00	$ 639.97	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 334.08	$ 334.15	$ 668.93	$ -	0.00	$ 668.93	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 277.73	$ 292.95	$ 570.68	$ -	0.00	$ 570.68	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 251.50	$ 415.02	$ 669.37	$ -	0.00	$ 669.37	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 16.70	$ 20.45	0%	$ -	1.00	$ -	$ -	$ 221.00	$ 373.82	$ 615.27	$ 28.04	0.00	$ 626.61	Best	Best	0	$ 11.34	1.84%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 263.00	$ 412.73	$ 682.18	$ 4.54	0.00	$ 684.01	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 324.88	$ 336.44	$ 661.31	$ -	0.00	$ 661.31	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 279.00	$ 434.85	$ 716.70	$ -	0.00	$ 716.70	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 285.00	$ 445.53	$ 733.38	$ -	0.00	$ 733.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 17.79	$ 21.54	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 447.06	$ 734.10	$ 29.88	0.00	$ 746.18	Best	Best	0	$ 12.09	1.65%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.07	$ 14.07	0%	$ -	1.00	$ -	$ -	$ 295.50	$ 470.71	$ 780.28	$ 11.87	0.00	$ 785.08	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 10.45	0%	$ -	1.00	$ -	$ -	$ 301.50	$ 483.68	$ 795.63	$ 4.54	0.00	$ 797.46	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 0.70	0%	$ -	1.00	$ -	$ -	$ 283.00	$ 464.61	$ 748.31	$ -	0.00	$ 748.31	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 6.85	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 510.38	$ 842.23	$ -	0.00	$ 842.23	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 145.98	$ 176.99	$ 327.23	$ 4.54	0.00	$ 329.06	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 9.31	$ 10.86	0%	$ -	1.00	$ -	$ -	$ 114.50	$ 190.73	$ 316.08	$ 15.63	0.00	$ 322.41	Best	Best	0	$ 6.32	2.00%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 141.00	$ 211.32	$ 356.57	$ 4.54	0.00	$ 358.41	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 135.50	$ 217.43	$ 357.18	$ 4.54	0.00	$ 359.01	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 186.30	$ 184.62	$ 370.92	$ -	0.00	$ 370.92	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 192.05	$ 181.57	$ 373.62	$ -	0.00	$ 373.62	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 174.80	$ 180.04	$ 354.84	$ -	0.00	$ 354.84	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 157.00	$ 248.71	$ 407.36	$ -	0.00	$ 407.36	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 141.25	$ 166.31	$ 311.82	$ 4.54	0.00	$ 313.65	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 9.64	$ 11.19	0%	$ -	1.00	$ -	$ -	$ 105.50	$ 174.70	$ 291.40	$ 16.19	0.00	$ 297.95	Best	Best	0	$ 6.55	2.25%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 138.00	$ 213.61	$ 355.86	$ 4.54	0.00	$ 357.70	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 132.50	$ 219.72	$ 356.47	$ 4.54	0.00	$ 358.30	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 181.70	$ 173.94	$ 355.64	$ -	0.00	$ 355.64	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 187.45	$ 170.89	$ 358.34	$ -	0.00	$ 358.34	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 201.25	$ 217.43	$ 418.68	$ -	0.00	$ 418.68	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 154.00	$ 250.99	$ 406.64	$ -	0.00	$ 406.64	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 216.42	$ 243.37	$ 464.04	$ 4.54	0.00	$ 465.87	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 13.13	$ 14.68	0%	$ -	1.00	$ -	$ -	$ 145.00	$ 240.31	$ 400.00	$ 22.06	0.00	$ 408.92	Best	Best	0	$ 8.92	2.23%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 182.00	$ 301.35	$ 487.60	$ 4.54	0.00	$ 489.43	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.85	$ 7.40	0%	$ -	1.00	$ -	$ -	$ 171.50	$ 285.32	$ 464.22	$ 9.82	0.00	$ 468.20	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 250.13	$ 242.60	$ 492.73	$ -	0.00	$ 492.73	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 255.30	$ 240.31	$ 495.61	$ -	0.00	$ 495.61	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 201.50	$ 329.57	$ 532.72	$ -	0.00	$ 532.72	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 9.76	$ 11.31	0%	$ -	1.15	$ -	$ -	$ 211.66	$ 281.51	$ 504.48	$ 16.38	0.00	$ 511.11	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 16.70	$ 18.25	0%	$ -	1.00	$ -	$ -	$ 169.00	$ 283.04	$ 470.28	$ 28.04	0.00	$ 481.63	Best	Best	0	$ 11.34	2.41%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 9.76	$ 11.31	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 323.47	$ 534.78	$ 16.38	0.00	$ 541.40	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.55	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 324.23	$ 570.78	$ -	0.00	$ 570.78	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 313.38	$ 287.61	$ 600.99	$ -	0.00	$ 600.99	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 299.00	$ 283.80	$ 582.80	$ -	0.00	$ 582.80	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 349.41	$ 576.06	$ -	0.00	$ 576.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 17.79	$ 19.34	0%	$ -	1.00	$ -	$ -	$ 219.50	$ 359.33	$ 598.17	$ 29.88	0.00	$ 610.25	Best	Best	0	$ 12.09	2.02%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.07	$ 11.87	0%	$ -	1.00	$ -	$ -	$ 243.50	$ 377.64	$ 633.00	$ 11.87	0.00	$ 637.80	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 9.64	$ 12.89	0%	$ -	1.00	$ -	$ -	$ 242.00	$ 374.58	$ 629.48	$ 16.19	0.00	$ 636.03	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 343.85	$ 361.61	$ 710.46	$ -	0.00	$ 710.46	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.79	$ 9.34	0%	$ -	1.00	$ -	$ -	$ 245.50	$ 394.42	$ 649.26	$ 6.37	0.00	$ 651.84	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.09	$ 8.29	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 422.65	$ 696.44	$ 1.83	0.00	$ 697.18	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 6.34	$ 16.51	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 135.80	$ 242.31	$ 10.65	0.00	$ 246.62	Best	Best	0	$ 4.31	1.78%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.37	$ 11.54	0%	$ -	1.15	$ -	$ -	$ 170.78	$ 135.80	$ 318.11	$ 2.29	0.00	$ 319.03	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 8.26	$ 18.43	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 139.61	$ 247.54	$ 13.86	0.00	$ 253.14	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.91	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 146.63	$ 142.66	$ 303.02	$ 3.21	0.00	$ 304.32	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 6.34	$ 33.51	0%	$ -	1.00	$ -	$ -	$ 92.00	$ 135.80	$ 261.31	$ 10.65	0.00	$ 265.62	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 7.98	$ 18.15	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 136.56	$ 321.46	$ 15.86	0.00	$ 329.34	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 12.96	$ 23.13	0%	$ -	1.00	$ -	$ -	$ 89.00	$ 139.61	$ 251.74	$ 24.22	0.00	$ 263.00	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.83	$ 16.65	0%	$ -	1.00	$ -	$ -	$ 91.50	$ 143.43	$ 251.57	$ 8.11	0.00	$ 254.85	Best	Best	0	$ 3.28	1.30%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 6.34	$ 6.34	0%	$ -	1.00	$ -	$ -	$ 82.50	$ 122.83	$ 211.67	$ 10.65	0.00	$ 215.98	Best	Best	0	$ 4.31	2.04%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 207.51	$ 354.51	$ -	0.00	$ 354.51	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 14.00	$ 14.00	0%	$ -	1.00	$ -	$ -	$ 126.00	$ 222.00	$ 362.00	$ 23.51	0.00	$ 371.51	Best	Best	0	$ 9.51	2.63%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 162.00	$ 256.33	$ 418.33	$ -	0.00	$ 418.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 200.10	$ 212.09	$ 412.19	$ -	0.00	$ 412.19	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 5.72	$ 5.72	0%	$ -	1.00	$ -	$ -	$ 76.50	$ 112.91	$ 195.13	$ 9.61	0.00	$ 199.02	Best	Best	0	$ 3.89	1.99%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.44	$ 0.44	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 119.01	$ 208.95	$ 0.73	0.00	$ 209.25	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 237.26	$ 388.51	$ -	0.00	$ 388.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 16.47	$ 16.47	0%	$ -	1.00	$ -	$ -	$ 164.50	$ 282.27	$ 463.24	$ 27.65	0.00	$ 474.43	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.15	$ 4.40	0%	$ -	1.00	$ -	$ -	$ 159.50	$ 255.57	$ 419.47	$ 5.29	0.00	$ 421.61	Best	Best	0	$ 2.14	0.51%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 163.00	$ 270.83	$ 435.08	$ -	0.00	$ 435.08	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 20.03	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 193.00	$ 331.10	$ 544.13	$ 33.64	0.00	$ 557.74	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 6.71	$ 7.96	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 305.16	$ 509.12	$ 11.27	0.00	$ 513.68	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 189.00	$ 289.90	$ 480.15	$ -	0.00	$ 480.15	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 5.56	$ 5.56	0%	$ -	1.00	$ -	$ -	$ 77.50	$ 123.59	$ 206.65	$ 9.34	0.00	$ 210.43	Best	Best	0	$ 3.78	1.83%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.50	$ 157.92	$ 268.42	$ -	0.00	$ 268.42	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 124.78	$ 122.83	$ 247.60	$ -	0.00	$ 247.60	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.16	$ 5.16	0%	$ -	1.00	$ -	$ -	$ 86.00	$ 141.14	$ 232.30	$ 8.66	0.00	$ 235.80	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.24	$ 3.24	0%	$ -	1.15	$ -	$ -	$ 96.71	$ 125.88	$ 225.83	$ 5.44	0.00	$ 228.03	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 83.00	$ 128.17	$ 211.17	$ -	0.00	$ 211.17	Best	Best	0	$ -	0.00%

# Changes	2	Average Delta	
		$ 6.05	1.55%

Value of Time $/h = 40

Class 2L Vehicles Paying with a Non-NY E-ZPass

Cost/h VOT = >>	$ 40.00
Cost/mile	$ 0.76

Origin	Destination	Route	Time		Distance (Mi)	Additional Route Detail				Toll Rates		Impact Factors			Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	Impacts on Drivers					
			hours	minutes		NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay						New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
																							Value of Time $/h = 40				
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 255.33	$ 267.78	$ 529.56	$ 4.54	0.00	$ 531.40	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 9.31	$ 13.06	0%	$ -	1.00	$ -	$ -	$ 224.67	$ 280.75	$ 518.47	$ 15.63	0.00	$ 524.80	Best	Best	0	$ 6.32	1.22%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 253.33	$ 298.29	$ 558.08	$ 4.54	0.00	$ 559.91	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 250.67	$ 310.50	$ 567.62	$ 4.54	0.00	$ 569.45	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 313.57	$ 250.23	$ 564.50	$ -	0.00	$ 564.50	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 377.97	$ 277.70	$ 656.36	$ -	0.00	$ 656.36	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 274.00	$ 333.39	$ 610.24	$ -	0.00	$ 610.24	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.15	$ -	$ -	$ 282.86	$ 257.10	$ 546.40	$ 4.54	0.00	$ 548.24	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 245.33	$ 300.58	$ 552.37	$ 4.54	0.00	$ 554.20	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 9.64	$ 13.39	0%	$ -	1.00	$ -	$ -	$ 206.00	$ 264.73	$ 484.12	$ 16.19	0.00	$ 490.67	Best	Best	0	$ 6.55	1.35%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 280.60	$ 222.00	$ 503.30	$ -	0.00	$ 503.30	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 308.97	$ 247.18	$ 556.85	$ -	0.00	$ 556.85	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 372.60	$ 266.25	$ 639.55	$ -	0.00	$ 639.55	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 13.72	$ 17.47	0%	$ -	1.00	$ -	$ -	$ 264.67	$ 331.86	$ 614.00	$ 23.04	0.00	$ 623.32	Best	Best	0	$ 9.32	1.52%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 6.19	$ 9.94	0%	$ -	1.00	$ -	$ -	$ 301.33	$ 379.92	$ 691.20	$ 10.40	0.00	$ 695.41	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70		0%	$ -	1.00	$ -	$ -	$ 315.33	$ 395.18	$ 710.52	$ 4.54	0.00	$ 718.80	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 0.70	0%	$ -	1.15	$ -	$ -	$ 445.43	$ 334.15	$ 780.28	$ -	0.00	$ 780.28	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 370.30	$ 292.95	$ 663.25	$ -	0.00	$ 663.25	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 335.33	$ 415.02	$ 753.20	$ -	0.00	$ 753.20	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 16.70	$ 20.45	0%	$ -	1.00	$ -	$ -	$ 294.67	$ 373.82	$ 688.93	$ 28.04	0.00	$ 700.28	Best	Best	0	$ 11.34	1.65%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 6.45	0%	$ -	1.00	$ -	$ -	$ 350.67	$ 412.73	$ 769.85	$ 4.54	0.00	$ 771.68	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.17	$ 336.44	$ 769.61	$ -	0.00	$ 769.61	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 372.00	$ 434.85	$ 809.70	$ -	0.00	$ 809.70	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 2.85	0%	$ -	1.00	$ -	$ -	$ 380.00	$ 445.53	$ 828.38	$ -	0.00	$ 828.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 17.79	$ 21.54	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 447.06	$ 822.60	$ 29.88	0.00	$ 834.68	Best	Best	0	$ 12.09	1.47%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.07	$ 14.07	0%	$ -	1.00	$ -	$ -	$ 394.00	$ 470.71	$ 878.78	$ 11.87	0.00	$ 883.58	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 2.70	$ 10.45	0%	$ -	1.00	$ -	$ -	$ 402.00	$ 483.68	$ 896.13	$ 4.54	0.00	$ 897.96	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 0.70	0%	$ -	1.00	$ -	$ -	$ 377.33	$ 464.61	$ 842.64	$ -	0.00	$ 842.64	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 6.85	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 510.38	$ 950.56	$ -	0.00	$ 950.56	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232		Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 194.64	$ 176.99	$ 375.89	$ 4.54	0.00	$ 377.72	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 9.31	$ 10.86	0%	$ -	1.00	$ -	$ -	$ 152.67	$ 190.73	$ 354.25	$ 15.63	0.00	$ 360.57	Best	Best	0	$ 6.32	1.78%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 211.32	$ 403.57	$ 4.54	0.00	$ 405.41	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 180.67	$ 217.43	$ 402.34	$ 4.54	0.00	$ 404.18	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 248.40	$ 184.62	$ 433.02	$ -	0.00	$ 433.02	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 256.07	$ 181.57	$ 437.64	$ -	0.00	$ 437.64	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 233.07	$ 180.04	$ 413.11	$ -	0.00	$ 413.11	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 209.33	$ 248.71	$ 459.69	$ -	0.00	$ 459.69	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 188.34	$ 166.31	$ 358.90	$ 4.54	0.00	$ 360.74	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 9.64	$ 11.19	0%	$ -	1.00	$ -	$ -	$ 140.67	$ 174.70	$ 326.56	$ 16.19	0.00	$ 333.11	Best	Best	0	$ 6.55	2.01%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 213.61	$ 401.86	$ 4.54	0.00	$ 403.70	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 176.67	$ 219.72	$ 400.63	$ 4.54	0.00	$ 402.47	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 242.27	$ 173.94	$ 416.21	$ -	0.00	$ 416.21	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.93	$ 170.89	$ 420.82	$ -	0.00	$ 420.82	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 268.33	$ 217.43	$ 485.76	$ -	0.00	$ 485.76	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 205.33	$ 250.99	$ 457.98	$ -	0.00	$ 457.98	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.15	$ -	$ -	$ 288.56	$ 243.37	$ 536.18	$ 4.54	0.00	$ 538.01	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 13.13	$ 14.68	0%	$ -	1.00	$ -	$ -	$ 193.33	$ 240.31	$ 448.33	$ 22.06	0.00	$ 457.25	Best	Best	0	$ 8.92	1.99%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 2.70	$ 4.25	0%	$ -	1.00	$ -	$ -	$ 242.67	$ 301.35	$ 548.26	$ 4.54	0.00	$ 550.10	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 5.85	$ 7.40	0%	$ -	1.00	$ -	$ -	$ 228.67	$ 285.32	$ 521.39	$ 9.82	0.00	$ 525.36	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 242.60	$ 576.10	$ -	0.00	$ 576.10	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 340.40	$ 240.31	$ 580.71	$ -	0.00	$ 580.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 268.67	$ 329.57	$ 599.89	$ -	0.00	$ 599.89	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 9.76	$ 11.31	0%	$ -	1.15	$ -	$ -	$ 282.22	$ 281.51	$ 575.03	$ 16.38	0.00	$ 581.66	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 16.70	$ 18.25	0%	$ -	1.00	$ -	$ -	$ 225.33	$ 283.04	$ 526.62	$ 28.04	0.00	$ 537.96	Best	Best	0	$ 11.34	2.15%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 9.76	$ 11.31	0%	$ -	1.00	$ -	$ -	$ 266.67	$ 323.47	$ 601.44	$ 16.38	0.00	$ 608.07	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 1.55	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 324.23	$ 652.45	$ -	0.00	$ 652.45	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 417.83	$ 287.61	$ 705.45	$ -	0.00	$ 705.45	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 398.67	$ 283.80	$ 682.47	$ -	0.00	$ 682.47	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 1.65	0%	$ -	1.00	$ -	$ -	$ 300.00	$ 349.41	$ 651.06	$ -	0.00	$ 651.06	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 17.79	$ 19.34	0%	$ -	1.00	$ -	$ -	$ 292.67	$ 359.33	$ 671.33	$ 29.88	0.00	$ 683.42	Best	Best	0	$ 12.09	1.80%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.07	$ 11.87	0%	$ -	1.00	$ -	$ -	$ 324.67	$ 377.64	$ 714.17	$ 11.87	0.00	$ 718.97	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 9.64	$ 12.89	0%	$ -	1.00	$ -	$ -	$ 322.67	$ 374.58	$ 710.14	$ 16.19	0.00	$ 716.69	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 458.47	$ 361.61	$ 825.08	$ -	0.00	$ 825.08	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.79	$ 9.34	0%	$ -	1.00	$ -	$ -	$ 327.33	$ 394.42	$ 731.10	$ 6.37	0.00	$ 733.67	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.09	$ 8.29	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 422.65	$ 784.94	$ 1.83	0.00	$ 785.68	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 6.34	$ 16.51	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 135.80	$ 272.31	$ 10.65	0.00	$ 276.62	Best	Best	0	$ 4.31	1.58%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.37	$ 11.54	0%	$ -	1.15	$ -	$ -	$ 227.70	$ 135.80	$ 375.03	$ 2.29	0.00	$ 375.96	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 8.26	$ 18.43	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 139.61	$ 277.37	$ 13.86	0.00	$ 282.98	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 1.91	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 195.50	$ 142.66	$ 351.89	$ 3.21	0.00	$ 353.19	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 6.34	$ 33.51	0%	$ -	1.00	$ -	$ -	$ 122.67	$ 135.80	$ 291.98	$ 10.65	0.00	$ 296.29	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 7.98	$ 18.15	0%	$ -	1.15	$ -	$ -	$ 222.33	$ 136.56	$ 377.04	$ 15.86	0.00	$ 384.92	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 12.96	$ 23.13	0%	$ -	1.00	$ -	$ -	$ 118.67	$ 139.61	$ 281.40	$ 24.22	0.00	$ 292.66	Best	-	1	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 4.83	$ 16.65	0%	$ -	1.00	$ -	$ -	$ 122.00	$ 143.43	$ 282.07	$ 8.11	0.00	$ 285.35	-	Best	1	$ 3.95	1.40%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 6.34	$ 6.34	0%	$ -	1.00	$ -	$ -	$ 110.00	$ 122.83	$ 239.17	$ 10.65	0.00	$ 243.48	Best	Best	0	$ 4.31	1.80%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 207.51	$ 403.51	$ -	0.00	$ 403.51	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 14.00	$ 14.00	0%	$ -	1.00	$ -	$ -	$ 168.00	$ 222.00	$ 404.00	$ 23.51	0.00	$ 413.51	Best	Best	0	$ 9.51	2.35%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 216.00	$ 256.33	$ 472.33	$ -	0.00	$ 472.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 266.80	$ 212.09	$ 478.89	$ -	0.00	$ 478.89	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 5.72	$ 5.72	0%	$ -	1.00	$ -	$ -	$ 102.00	$ 112.91	$ 220.63	$ 9.61	0.00	$ 224.52	Best	Best	0	$ 3.89	1.76%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.44	$ 0.44	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 119.01	$ 238.78	$ 0.73	0.00	$ 239.08	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 237.26	$ 438.51	$ -	0.00	$ 438.51	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 16.47	$ 16.47	0%	$ -	1.00	$ -	$ -	$ 219.33	$ 282.27	$ 518.07	$ 27.65	0.00	$ 529.26	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.15	$ 4.40	0%	$ -	1.00	$ -	$ -	$ 212.67	$ 255.57	$ 472.64	$ 5.29	0.00	$ 474.78	Best	Best	0	$ 2.14	0.45%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 217.33	$ 270.83	$ 489.41	$ -	0.00	$ 489.41	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 20.03	$ 20.03	0%	$ -	1.00	$ -	$ -	$ 257.33	$ 331.10	$ 608.46	$ 33.64	0.00	$ 622.07	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 6.71	$ 7.96	0%	$ -	1.00	$ -	$ -	$ 261.33	$ 305.16	$ 574.45	$ 11.27	0.00	$ 579.01	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 1.25	0%	$ -	1.00	$ -	$ -	$ 252.00	$ 289.90	$ 543.15	$ -	0.00	$ 543.15	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 5.56	$ 5.56	0%	$ -	1.00	$ -	$ -	$ 103.33	$ 123.59	$ 232.49	$ 9.34	0.00	$ 236.26	Best	Best	0	$ 3.78	1.63%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.33	$ 157.92	$ 305.25	$ -	0.00	$ 305.25	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.37	$ 122.83	$ 289.19	$ -	0.00	$ 289.19	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.16	$ 5.16	0%	$ -	1.00	$ -	$ -	$ 114.67	$ 141.14	$ 260.96	$ 8.66	0.00	$ 264.47	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.24	$ 3.24	0%	$ -	1.15	$ -	$ -	$ 128.94	$ 125.88	$ 258.06	$ 5.44	0.00	$ 260.26	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.67	$ 128.17	$ 238.83	$ -	0.00	$ 238.83	Best	Best	0	$ -	0.00%
																							# Changes	1	Average Delta	
																									$ 6.46	1.47%

Best Route Choice Analysis Results

Class 2L **Tolls By Mail**

			Impacts on Drivers as a Function of Value of Time																
			Value of time $/h = 12			Value of time $/h = 18			Value of time $/h = 25			Value of time $/h = 30			Value of time $/h = 40		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	-	1	Best	Best	0	-	Best	1	-	-	0
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	-	-	0	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	-	-	0	Best	-	1	Best	-	1	Best	-	1	Best	Best	0
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	Best	Best	0	-	Best	1	-	Best	1	-	Best	1	-	-	0
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
				Changes	1		Changes	2		Changes	2		Changes	2		Changes	1
				Average Delta			Average Delta			Average Delta			Average Delta			Average Delta	
				$ 2.66	1.01%		$ 3.21	1.09%		$ 4.44	1.24%		$ 4.85	1.23%		$ 5.20	1.17%

Value of Time $/h = 12

Class 2L Vehicles Paying with Tolls by Mail

Cost/h	VOT = >>	$ 12.00
Cost/mile		$ 0.76

Impacts on Drivers — Value of Time $/h = 12

Origin	Destination	Route	Time: hours	Time: minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Total Trip Toll	Impact Factors: Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 76.60	$ 267.78	$ 353.78	$ 4.54	0.00	$ 355.26	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 10.52	$ 16.87	0%	$ -	1.00	$ -	$ -	$ 67.40	$ 280.75	$ 365.02	$ 15.63	0.00	$ 370.13	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 76.00	$ 298.29	$ 383.70	$ 4.54	0.00	$ 385.18	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 75.20	$ 310.50	$ 395.10	$ 4.54	0.00	$ 396.59	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 94.07	$ 250.23	$ 345.30	$ -	0.00	$ 345.30	Best	Best	0	$ -	0.00%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 113.39	$ 277.70	$ 392.09	$ -	0.00	$ 392.09	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 82.20	$ 333.39	$ 419.64	$ -	0.00	$ 419.64	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.15	$ -	$ -	$ 84.86	$ 257.10	$ 351.36	$ 4.54	0.00	$ 352.84	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 73.60	$ 300.58	$ 383.59	$ 4.54	0.00	$ 385.07	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 10.90	$ 17.25	0%	$ -	1.00	$ -	$ -	$ 61.80	$ 264.73	$ 343.77	$ 16.19	0.00	$ 349.07	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 84.18	$ 222.00	$ 307.18	$ -	0.00	$ 307.18	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 92.69	$ 247.18	$ 340.87	$ -	0.00	$ 340.87	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 266.25	$ 379.03	$ -	0.00	$ 379.03	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 15.51	$ 21.86	0%	$ -	1.00	$ -	$ -	$ 79.40	$ 331.86	$ 433.12	$ 23.04	0.00	$ 440.65	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 7.00	$ 13.35	0%	$ -	1.00	$ -	$ -	$ 90.40	$ 379.92	$ 483.68	$ 10.40	0.00	$ 487.08	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05		0%	$ -	1.00	$ -	$ -	$ 94.60	$ 395.18	$ 489.78	$ 4.54	0.00	$ 500.67	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 133.63	$ 334.15	$ 468.78	$ -	0.00	$ 468.78	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 111.09	$ 292.95	$ 404.04	$ -	0.00	$ 404.04	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 100.60	$ 415.02	$ 519.67	$ -	0.00	$ 519.67	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 18.87	$ 25.22	0%	$ -	1.00	$ -	$ -	$ 88.40	$ 373.82	$ 487.45	$ 28.04	0.00	$ 496.61	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 105.20	$ 412.73	$ 527.33	$ 4.54	0.00	$ 528.81	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 129.95	$ 336.44	$ 466.39	$ -	0.00	$ 466.39	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 111.60	$ 434.85	$ 550.50	$ -	0.00	$ 550.50	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 445.53	$ 563.58	$ -	0.00	$ 563.58	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 20.11	$ 26.46	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 447.06	$ 579.72	$ 29.88	0.00	$ 589.48	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.99	$ 17.59	0%	$ -	1.00	$ -	$ -	$ 118.20	$ 470.71	$ 606.50	$ 11.87	0.00	$ 610.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 17.40	0%	$ -	1.00	$ -	$ -	$ 120.60	$ 483.68	$ 621.68	$ 4.54	0.00	$ 623.16	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 113.20	$ 464.61	$ 578.81	$ -	0.00	$ 578.81	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 12.05	0%	$ -	1.00	$ -	$ -	$ 130.00	$ 510.38	$ 652.43	$ -	0.00	$ 652.43	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 58.39	$ 176.99	$ 241.14	$ 4.54	0.00	$ 242.62	Best	Best	0	$ 1.48	0.61%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 10.52	$ 13.22	0%	$ -	1.00	$ -	$ -	$ 45.80	$ 190.73	$ 249.75	$ 15.63	0.00	$ 254.86	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 56.40	$ 211.32	$ 273.48	$ 4.54	0.00	$ 274.96	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 54.20	$ 217.43	$ 277.38	$ 4.54	0.00	$ 278.86	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.52	$ 184.62	$ 259.14	$ -	0.00	$ 259.14	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 76.82	$ 181.57	$ 258.39	$ -	0.00	$ 258.39	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 69.92	$ 180.04	$ 249.96	$ -	0.00	$ 249.96	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 62.80	$ 248.71	$ 313.66	$ -	0.00	$ 313.66	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 56.50	$ 166.31	$ 228.57	$ 4.54	0.00	$ 230.05	Best	Best	0	$ 1.48	0.65%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 10.90	$ 13.60	0%	$ -	1.00	$ -	$ -	$ 42.20	$ 174.70	$ 230.50	$ 16.19	0.00	$ 235.80	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 213.61	$ 274.56	$ 4.54	0.00	$ 276.05	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 53.00	$ 219.72	$ 278.47	$ 4.54	0.00	$ 279.95	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 72.68	$ 173.94	$ 246.62	$ -	0.00	$ 246.62	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.98	$ 170.89	$ 245.87	$ -	0.00	$ 245.87	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.50	$ 217.43	$ 297.93	$ -	0.00	$ 297.93	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 61.60	$ 250.99	$ 314.74	$ -	0.00	$ 314.74	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 86.57	$ 243.37	$ 335.69	$ 4.54	0.00	$ 337.17	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 14.85	$ 17.55	0%	$ -	1.00	$ -	$ -	$ 58.00	$ 240.31	$ 315.86	$ 22.06	0.00	$ 323.07	Best	Best	0	$ 7.21	2.28%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 72.80	$ 301.35	$ 379.90	$ 4.54	0.00	$ 381.38	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 6.61	$ 9.31	0%	$ -	1.00	$ -	$ -	$ 68.60	$ 285.32	$ 363.24	$ 9.82	0.00	$ 366.45	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 242.60	$ 342.65	$ -	0.00	$ 342.65	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 102.12	$ 240.31	$ 342.43	$ -	0.00	$ 342.43	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 80.60	$ 329.57	$ 412.32	$ -	0.00	$ 412.32	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 11.03	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 84.67	$ 281.51	$ 379.90	$ 16.38	0.00	$ 385.26	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 18.87	$ 21.57	0%	$ -	1.00	$ -	$ -	$ 67.60	$ 283.04	$ 372.21	$ 28.04	0.00	$ 381.38	Best	Best	0	$ 9.17	2.46%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 11.03	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 80.00	$ 323.47	$ 417.20	$ 16.38	0.00	$ 422.55	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 2.70	0%	$ -	1.00	$ -	$ -	$ 98.00	$ 324.23	$ 424.93	$ -	0.00	$ 424.93	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 125.35	$ 287.61	$ 412.96	$ -	0.00	$ 412.96	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 119.60	$ 283.80	$ 403.40	$ -	0.00	$ 403.40	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 349.41	$ 441.56	$ -	0.00	$ 441.56	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 20.11	$ 22.81	0%	$ -	1.00	$ -	$ -	$ 87.80	$ 359.33	$ 469.94	$ 29.88	0.00	$ 479.70	Best	Best	0	$ 9.77	2.08%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.99	$ 13.94	0%	$ -	1.00	$ -	$ -	$ 97.40	$ 377.64	$ 488.97	$ 11.87	0.00	$ 492.85	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 10.90	$ 14.15	0%	$ -	1.00	$ -	$ -	$ 96.80	$ 374.58	$ 485.53	$ 16.19	0.00	$ 490.83	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 137.54	$ 361.61	$ 504.15	$ -	0.00	$ 504.15	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 4.29	$ 14.99	0%	$ -	1.00	$ -	$ -	$ 98.20	$ 394.42	$ 507.61	$ 6.37	0.00	$ 509.69	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.24	$ 14.09	0%	$ -	1.00	$ -	$ -	$ 106.20	$ 422.65	$ 542.93	$ 1.83	0.00	$ 543.53	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 7.17	$ 17.34	0%	$ -	1.00	$ -	$ -	$ 36.00	$ 135.80	$ 189.14	$ 10.65	0.00	$ 192.62	Best	Best	0	$ 3.48	1.84%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.54	$ 11.71	0%	$ -	1.15	$ -	$ -	$ 68.31	$ 135.80	$ 215.82	$ 2.29	0.00	$ 216.57	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 9.33	$ 19.50	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 139.61	$ 194.91	$ 13.86	0.00	$ 199.44	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 2.16	$ 14.48	0%	$ -	1.15	$ -	$ -	$ 58.65	$ 142.66	$ 215.79	$ 3.21	0.00	$ 216.84	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 7.17	$ 34.34	0%	$ -	1.00	$ -	$ -	$ 36.80	$ 135.80	$ 206.94	$ 10.65	0.00	$ 210.42	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 9.02	$ 19.19	0%	$ -	1.15	$ -	$ -	$ 66.70	$ 136.56	$ 222.45	$ 15.86	0.00	$ 229.29	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 14.65	$ 24.82	0%	$ -	1.00	$ -	$ -	$ 35.60	$ 139.61	$ 200.03	$ 24.22	0.00	$ 209.60	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 5.46	$ 17.78	0%	$ -	1.00	$ -	$ -	$ 36.60	$ 143.43	$ 197.80	$ 8.11	0.00	$ 200.45	Best	Best	0	$ 2.65	1.34%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 7.17	$ 7.17	0%	$ -	1.00	$ -	$ -	$ 33.00	$ 122.83	$ 163.00	$ 10.65	0.00	$ 166.48	Best	Best	0	$ 3.48	2.14%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 58.80	$ 207.51	$ 266.31	$ -	0.00	$ 266.31	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 15.82	$ 15.82	0%	$ -	1.00	$ -	$ -	$ 50.40	$ 222.00	$ 288.23	$ 23.51	0.00	$ 295.91	Best	-	1	-	-
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 64.80	$ 256.33	$ 321.13	$ -	0.00	$ 321.13	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 80.04	$ 212.09	$ 292.13	$ -	0.00	$ 292.13	-	Best	1	$ 3.90	1.34%
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 6.47	$ 6.47	0%	$ -	1.00	$ -	$ -	$ 30.60	$ 112.91	$ 149.98	$ 9.61	0.00	$ 153.12	Best	Best	0	$ 3.14	2.09%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.49	$ 0.49	0%	$ -	1.00	$ -	$ -	$ 35.80	$ 119.01	$ 155.31	$ 0.73	0.00	$ 155.55	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 60.00	$ 237.26	$ 300.26	$ -	0.00	$ 300.26	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 18.61	$ 18.61	0%	$ -	1.00	$ -	$ -	$ 65.80	$ 282.27	$ 366.69	$ 27.65	0.00	$ 375.73	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.56	$ 6.56	0%	$ -	1.00	$ -	$ -	$ 63.80	$ 255.57	$ 325.93	$ 5.29	0.00	$ 327.66	Best	Best	0	$ 1.73	0.53%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 65.20	$ 270.83	$ 339.03	$ -	0.00	$ 339.03	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 22.64	$ 22.64	0%	$ -	1.00	$ -	$ -	$ 77.20	$ 331.10	$ 430.94	$ 33.64	0.00	$ 441.94	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 7.59	$ 10.59	0%	$ -	1.00	$ -	$ -	$ 78.40	$ 305.16	$ 394.15	$ 11.27	0.00	$ 397.83	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 289.90	$ 368.50	$ -	0.00	$ 368.50	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 6.29	$ 6.29	0%	$ -	1.00	$ -	$ -	$ 31.00	$ 123.59	$ 160.88	$ 9.34	0.00	$ 163.93	Best	Best	0	$ 3.05	1.90%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 44.20	$ 157.92	$ 202.12	$ -	0.00	$ 202.12	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 49.91	$ 122.83	$ 172.74	$ -	0.00	$ 172.74	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.83	$ 5.83	0%	$ -	1.00	$ -	$ -	$ 34.40	$ 141.14	$ 181.37	$ 8.66	0.00	$ 184.20	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.66	$ 3.66	0%	$ -	1.15	$ -	$ -	$ 38.68	$ 125.88	$ 168.22	$ 5.44	0.00	$ 170.00	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 33.20	$ 128.17	$ 161.37	$ -	0.00	$ 161.37	Best	Best	0	$ -	0.00%

# Changes	1	Average Delta	
		$ 2.66	1.01%

Value of Time $/h = 18

Class 2L Vehicles Paying with Tolls by Mail

Cost/h	VOT = >>	$ 18.00
Cost/mile		$ 0.76

Impacts on Drivers — Value of Time $/h = 18

Origin	Destination	Route	Time: hours	Time: minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Total Trip Toll	Impact Factors: Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 114.90	$ 267.78	$ 392.08	$ 4.54	0.00	$ 393.56	Best	-	1	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 10.52	$ 16.87	0%	$ -	1.00	$ -	$ -	$ 101.10	$ 280.75	$ 398.72	$ 15.63	0.00	$ 403.83	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 114.00	$ 298.29	$ 421.70	$ 4.54	0.00	$ 423.18	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 112.80	$ 310.50	$ 432.70	$ 4.54	0.00	$ 434.19	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 141.11	$ 250.23	$ 392.34	$ -	0.00	$ 392.34	-	Best	1	$ 0.26	0.07%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 170.09	$ 277.70	$ 448.78	$ -	0.00	$ 448.78	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 123.30	$ 333.39	$ 460.74	$ -	0.00	$ 460.74	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.15	$ -	$ -	$ 127.28	$ 257.10	$ 393.78	$ 4.54	0.00	$ 395.27	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 110.40	$ 300.58	$ 420.39	$ 4.54	0.00	$ 421.87	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 10.90	$ 17.25	0%	$ -	1.00	$ -	$ -	$ 92.70	$ 264.73	$ 374.67	$ 16.19	0.00	$ 379.97	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 126.27	$ 222.00	$ 349.27	$ -	0.00	$ 349.27	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 139.04	$ 247.18	$ 387.21	$ -	0.00	$ 387.21	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 167.67	$ 266.25	$ 434.92	$ -	0.00	$ 434.92	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 15.51	$ 21.86	0%	$ -	1.00	$ -	$ -	$ 119.10	$ 331.86	$ 472.82	$ 23.04	0.00	$ 480.35	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 7.00	$ 13.35	0%	$ -	1.00	$ -	$ -	$ 135.60	$ 379.92	$ 528.88	$ 10.40	0.00	$ 532.28	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05		0%	$ -	1.00	$ -	$ -	$ 141.90	$ 395.18	$ 537.08	$ 4.54	0.00	$ 547.97	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 200.45	$ 334.15	$ 535.60	$ -	0.00	$ 535.60	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 166.64	$ 292.95	$ 459.59	$ -	0.00	$ 459.59	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 150.90	$ 415.02	$ 569.97	$ -	0.00	$ 569.97	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 18.87	$ 25.22	0%	$ -	1.00	$ -	$ -	$ 132.60	$ 373.82	$ 531.65	$ 28.04	0.00	$ 540.81	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 157.80	$ 412.73	$ 579.93	$ 4.54	0.00	$ 581.41	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 194.93	$ 336.44	$ 531.36	$ -	0.00	$ 531.36	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 167.40	$ 434.85	$ 606.30	$ -	0.00	$ 606.30	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 171.00	$ 445.53	$ 620.58	$ -	0.00	$ 620.58	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 20.11	$ 26.46	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 447.06	$ 632.82	$ 29.88	0.00	$ 642.58	Best	-	1	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.99	$ 17.59	0%	$ -	1.00	$ -	$ -	$ 177.30	$ 470.71	$ 665.60	$ 11.87	0.00	$ 669.48	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 17.40	0%	$ -	1.00	$ -	$ -	$ 180.90	$ 483.68	$ 681.98	$ 4.54	0.00	$ 683.46	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 169.80	$ 464.61	$ 635.41	$ -	0.00	$ 635.41	-	Best	1	$ 2.59	0.41%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 12.05	0%	$ -	1.00	$ -	$ -	$ 195.00	$ 510.38	$ 717.43	$ -	0.00	$ 717.43	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 87.59	$ 176.99	$ 270.34	$ 4.54	0.00	$ 271.82	Best	Best	0	$ 1.48	0.55%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 10.52	$ 13.22	0%	$ -	1.00	$ -	$ -	$ 68.70	$ 190.73	$ 272.65	$ 15.63	0.00	$ 277.76	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 84.60	$ 211.32	$ 301.68	$ 4.54	0.00	$ 303.16	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 81.30	$ 217.43	$ 304.48	$ 4.54	0.00	$ 305.96	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 111.78	$ 184.62	$ 296.40	$ -	0.00	$ 296.40	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 115.23	$ 181.57	$ 296.80	$ -	0.00	$ 296.80	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 104.88	$ 180.04	$ 284.92	$ -	0.00	$ 284.92	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 94.20	$ 248.71	$ 345.06	$ -	0.00	$ 345.06	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 84.75	$ 166.31	$ 256.82	$ 4.54	0.00	$ 258.30	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 10.90	$ 13.60	0%	$ -	1.00	$ -	$ -	$ 63.30	$ 174.70	$ 251.60	$ 16.19	0.00	$ 256.90	Best	Best	0	$ 5.29	2.10%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 82.80	$ 213.61	$ 302.16	$ 4.54	0.00	$ 303.65	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 79.50	$ 219.72	$ 304.97	$ 4.54	0.00	$ 306.45	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 109.02	$ 173.94	$ 282.96	$ -	0.00	$ 282.96	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 112.47	$ 170.89	$ 283.36	$ -	0.00	$ 283.36	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.75	$ 217.43	$ 338.18	$ -	0.00	$ 338.18	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 92.40	$ 250.99	$ 345.54	$ -	0.00	$ 345.54	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 129.85	$ 243.37	$ 378.97	$ 4.54	0.00	$ 380.45	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 14.85	$ 17.55	0%	$ -	1.00	$ -	$ -	$ 87.00	$ 240.31	$ 344.86	$ 22.06	0.00	$ 352.07	Best	Best	0	$ 7.21	2.09%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 109.20	$ 301.35	$ 416.30	$ 4.54	0.00	$ 417.78	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 6.61	$ 9.31	0%	$ -	1.00	$ -	$ -	$ 102.90	$ 285.32	$ 397.54	$ 9.82	0.00	$ 400.75	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 150.08	$ 242.60	$ 392.68	$ -	0.00	$ 392.68	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 153.18	$ 240.31	$ 393.49	$ -	0.00	$ 393.49	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 120.90	$ 329.57	$ 452.62	$ -	0.00	$ 452.62	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 11.03	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 127.00	$ 281.51	$ 422.24	$ 16.38	0.00	$ 427.59	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 18.87	$ 21.57	0%	$ -	1.00	$ -	$ -	$ 101.40	$ 283.04	$ 406.01	$ 28.04	0.00	$ 415.18	Best	Best	0	$ 9.17	2.26%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 11.03	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 323.47	$ 457.20	$ 16.38	0.00	$ 462.55	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 2.70	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 324.23	$ 473.93	$ -	0.00	$ 473.93	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 188.03	$ 287.61	$ 475.64	$ -	0.00	$ 475.64	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 179.40	$ 283.80	$ 463.20	$ -	0.00	$ 463.20	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 349.41	$ 486.56	$ -	0.00	$ 486.56	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 20.11	$ 22.81	0%	$ -	1.00	$ -	$ -	$ 131.70	$ 359.33	$ 513.84	$ 29.88	0.00	$ 523.60	Best	Best	0	$ 9.77	1.90%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.99	$ 13.94	0%	$ -	1.00	$ -	$ -	$ 146.10	$ 377.64	$ 537.67	$ 11.87	0.00	$ 541.55	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 10.90	$ 14.15	0%	$ -	1.00	$ -	$ -	$ 145.20	$ 374.58	$ 533.93	$ 16.19	0.00	$ 539.23	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 206.31	$ 361.61	$ 572.92	$ -	0.00	$ 572.92	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 4.29	$ 14.99	0%	$ -	1.00	$ -	$ -	$ 147.30	$ 394.42	$ 556.71	$ 6.37	0.00	$ 558.79	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.24	$ 14.09	0%	$ -	1.00	$ -	$ -	$ 159.30	$ 422.65	$ 596.03	$ 1.83	0.00	$ 596.63	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 7.17	$ 17.34	0%	$ -	1.00	$ -	$ -	$ 54.00	$ 135.80	$ 207.14	$ 10.65	0.00	$ 210.62	Best	Best	0	$ 3.48	1.68%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.54	$ 11.71	0%	$ -	1.15	$ -	$ -	$ 102.47	$ 135.80	$ 249.97	$ 2.29	0.00	$ 250.72	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 9.33	$ 19.50	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 139.61	$ 212.81	$ 13.86	0.00	$ 217.34	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 2.16	$ 14.48	0%	$ -	1.15	$ -	$ -	$ 87.98	$ 142.66	$ 245.12	$ 3.21	0.00	$ 246.17	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 7.17	$ 34.34	0%	$ -	1.00	$ -	$ -	$ 55.20	$ 135.80	$ 225.34	$ 10.65	0.00	$ 228.82	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 9.02	$ 19.19	0%	$ -	1.15	$ -	$ -	$ 100.05	$ 136.56	$ 255.80	$ 15.86	0.00	$ 262.64	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 14.65	$ 24.82	0%	$ -	1.00	$ -	$ -	$ 53.40	$ 139.61	$ 217.83	$ 24.22	0.00	$ 227.40	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 5.46	$ 17.78	0%	$ -	1.00	$ -	$ -	$ 54.90	$ 143.43	$ 216.10	$ 8.11	0.00	$ 218.75	Best	Best	0	$ 2.65	1.23%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 7.17	$ 7.17	0%	$ -	1.00	$ -	$ -	$ 49.50	$ 122.83	$ 179.50	$ 10.65	0.00	$ 182.98	Best	Best	0	$ 3.48	1.94%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 88.20	$ 207.51	$ 295.71	$ -	0.00	$ 295.71	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 15.82	$ 15.82	0%	$ -	1.00	$ -	$ -	$ 75.60	$ 222.00	$ 313.43	$ 23.51	0.00	$ 321.11	Best	Best	0	$ 7.68	2.45%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 97.20	$ 256.33	$ 353.53	$ -	0.00	$ 353.53	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 120.06	$ 212.09	$ 332.15	$ -	0.00	$ 332.15	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 6.47	$ 6.47	0%	$ -	1.00	$ -	$ -	$ 45.90	$ 112.91	$ 165.28	$ 9.61	0.00	$ 168.42	Best	Best	0	$ 3.14	1.90%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.49	$ 0.49	0%	$ -	1.00	$ -	$ -	$ 53.70	$ 119.01	$ 173.21	$ 0.73	0.00	$ 173.45	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 237.26	$ 330.26	$ -	0.00	$ 330.26	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 18.61	$ 18.61	0%	$ -	1.00	$ -	$ -	$ 98.70	$ 282.27	$ 399.59	$ 27.65	0.00	$ 408.63	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.56	$ 6.56	0%	$ -	1.00	$ -	$ -	$ 95.70	$ 255.57	$ 357.83	$ 5.29	0.00	$ 359.56	Best	Best	0	$ 1.73	0.48%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 97.80	$ 270.83	$ 371.63	$ -	0.00	$ 371.63	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 22.64	$ 22.64	0%	$ -	1.00	$ -	$ -	$ 115.80	$ 331.10	$ 469.54	$ 33.64	0.00	$ 480.54	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 7.59	$ 10.59	0%	$ -	1.00	$ -	$ -	$ 117.60	$ 305.16	$ 433.35	$ 11.27	0.00	$ 437.03	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 113.40	$ 289.90	$ 406.30	$ -	0.00	$ 406.30	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 6.29	$ 6.29	0%	$ -	1.00	$ -	$ -	$ 46.50	$ 123.59	$ 176.38	$ 9.34	0.00	$ 179.43	Best	Best	0	$ 3.05	1.73%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 66.30	$ 157.92	$ 224.22	$ -	0.00	$ 224.22	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 74.87	$ 122.83	$ 197.69	$ -	0.00	$ 197.69	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.83	$ 5.83	0%	$ -	1.00	$ -	$ -	$ 51.60	$ 141.14	$ 198.57	$ 8.66	0.00	$ 201.40	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.66	$ 3.66	0%	$ -	1.15	$ -	$ -	$ 58.02	$ 125.88	$ 187.57	$ 5.44	0.00	$ 189.34	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 49.80	$ 128.17	$ 177.97	$ -	0.00	$ 177.97	Best	Best	0	$ -	0.00%

# Changes	2	Average Delta	
		$ 3.21	1.09%

Value of Time $/h = 25

Class 2L Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 25.00	Impacts on Drivers					
																								Cost/mile	$ 0.76	Value of Time $/h = 25					
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %					
			hours	minutes																											
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 159.58	$ 267.78	$ 436.76	$ 4.54	0.00	$ 438.25	Best	Best	0	$ 1.48	0.34%					
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 10.52	$ 16.87	0%	$ -	1.00	$ -	$ -	$ 140.42	$ 280.75	$ 438.04	$ 15.63	0.00	$ 443.15	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 158.33	$ 298.29	$ 466.03	$ 4.54	0.00	$ 467.51	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 156.67	$ 310.50	$ 476.57	$ 4.54	0.00	$ 478.05	-	-	0	-	-					
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 195.98	$ 250.23	$ 447.21	$ -	0.00	$ 447.21	-	-	0	-	-					
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 236.23	$ 277.70	$ 514.92	$ -	0.00	$ 514.92	-	-	0	-	-					
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 171.25	$ 333.39	$ 508.69	$ -	0.00	$ 508.69	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.15	$ -	$ -	$ 176.78	$ 257.10	$ 443.28	$ 4.54	0.00	$ 444.77	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 153.33	$ 300.58	$ 463.32	$ 4.54	0.00	$ 464.80	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 10.90	$ 17.25	0%	$ -	1.00	$ -	$ -	$ 128.75	$ 264.73	$ 410.72	$ 16.19	0.00	$ 416.02	-	-	0	-	-					
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 175.38	$ 222.00	$ 398.38	$ -	0.00	$ 398.38	Best	Best	0	$ -	0.00%					
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 193.10	$ 247.18	$ 441.28	$ -	0.00	$ 441.28	-	-	0	-	-					
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 232.88	$ 266.25	$ 500.13	$ -	0.00	$ 500.13	-	-	0	-	-					
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 15.51	$ 21.86	0%	$ -	1.00	$ -	$ -	$ 165.42	$ 331.86	$ 519.14	$ 23.04	0.00	$ 526.67	Best	-	1	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 7.00	$ 13.35	0%	$ -	1.00	$ -	$ -	$ 188.33	$ 379.92	$ 581.61	$ 10.40	0.00	$ 585.01	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05		0%	$ -	1.00	$ -	$ -	$ 197.08	$ 395.18	$ 592.27	$ 4.54	0.00	$ 603.15	-	-	0	-	-					
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 278.40	$ 334.15	$ 613.55	$ -	0.00	$ 613.55	-	-	0	-	-					
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 231.44	$ 292.95	$ 524.39	$ -	0.00	$ 524.39	-	Best	1	$ 5.25	1.00%					
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 209.58	$ 415.02	$ 628.65	$ -	0.00	$ 628.65	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 18.87	$ 25.22	0%	$ -	1.00	$ -	$ -	$ 184.17	$ 373.82	$ 583.21	$ 28.04	0.00	$ 592.38	Best	Best	0	$ 9.17	1.57%					
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 219.17	$ 412.73	$ 641.30	$ 4.54	0.00	$ 642.78	-	-	0	-	-					
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 270.73	$ 336.44	$ 607.17	$ -	0.00	$ 607.17	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 232.50	$ 434.85	$ 671.40	$ -	0.00	$ 671.40	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 237.50	$ 445.53	$ 687.08	$ -	0.00	$ 687.08	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 20.11	$ 26.46	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 447.06	$ 694.77	$ 29.88	0.00	$ 704.53	Best	-	1	-	-					
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.99	$ 17.59	0%	$ -	1.00	$ -	$ -	$ 246.25	$ 470.71	$ 734.55	$ 11.87	0.00	$ 738.43	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 17.40	0%	$ -	1.00	$ -	$ -	$ 251.25	$ 483.68	$ 752.33	$ 4.54	0.00	$ 753.81	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 235.83	$ 464.61	$ 701.44	$ -	0.00	$ 701.44	-	Best	1	$ 6.67	0.95%					
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 12.05	0%	$ -	1.00	$ -	$ -	$ 270.83	$ 510.38	$ 793.26	$ -	0.00	$ 793.26	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 121.65	$ 176.99	$ 304.40	$ 4.54	0.00	$ 305.88	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 10.52	$ 13.22	0%	$ -	1.00	$ -	$ -	$ 95.42	$ 190.73	$ 299.36	$ 15.63	0.00	$ 304.47	Best	Best	0	$ 5.11	1.71%					
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 117.50	$ 211.32	$ 334.58	$ 4.54	0.00	$ 336.06	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 112.92	$ 217.43	$ 336.10	$ 4.54	0.00	$ 337.58	-	-	0	-	-					
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 155.25	$ 184.62	$ 339.87	$ -	0.00	$ 339.87	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 160.04	$ 181.57	$ 341.61	$ -	0.00	$ 341.61	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 145.67	$ 180.04	$ 325.71	$ -	0.00	$ 325.71	-	-	0	-	-					
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 130.83	$ 248.71	$ 381.69	$ -	0.00	$ 381.69	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 117.71	$ 166.31	$ 289.78	$ 4.54	0.00	$ 291.26	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 10.90	$ 13.60	0%	$ -	1.00	$ -	$ -	$ 87.92	$ 174.70	$ 276.22	$ 16.19	0.00	$ 281.51	Best	Best	0	$ 5.29	1.92%					
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 115.00	$ 213.61	$ 334.36	$ 4.54	0.00	$ 335.85	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 110.42	$ 219.72	$ 335.88	$ 4.54	0.00	$ 337.37	-	-	0	-	-					
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 151.42	$ 173.94	$ 325.36	$ -	0.00	$ 325.36	-	-	0	-	-					
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 156.21	$ 170.89	$ 327.10	$ -	0.00	$ 327.10	-	-	0	-	-					
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 167.71	$ 217.43	$ 385.13	$ -	0.00	$ 385.13	-	-	0	-	-					
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 128.33	$ 250.99	$ 381.48	$ -	0.00	$ 381.48	-	-	0	-	-					
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 180.35	$ 243.37	$ 429.47	$ 4.54	0.00	$ 430.95	-	-	0	-	-					
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 14.85	$ 17.55	0%	$ -	1.00	$ -	$ -	$ 120.83	$ 240.31	$ 378.69	$ 22.06	0.00	$ 385.90	Best	Best	0	$ 7.21	1.90%					
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 151.67	$ 301.35	$ 458.76	$ 4.54	0.00	$ 460.25	-	-	0	-	-					
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 6.61	$ 9.31	0%	$ -	1.00	$ -	$ -	$ 142.92	$ 285.32	$ 437.55	$ 9.82	0.00	$ 440.76	-	-	0	-	-					
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 208.44	$ 242.60	$ 451.04	$ -	0.00	$ 451.04	-	-	0	-	-					
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 212.75	$ 240.31	$ 453.06	$ -	0.00	$ 453.06	-	-	0	-	-					
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 167.92	$ 329.57	$ 499.64	$ -	0.00	$ 499.64	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 11.03	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 176.39	$ 281.51	$ 471.62	$ 16.38	0.00	$ 476.98	-	-	0	-	-					
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 18.87	$ 21.57	0%	$ -	1.00	$ -	$ -	$ 140.83	$ 283.04	$ 445.44	$ 28.04	0.00	$ 454.61	Best	Best	0	$ 9.17	2.06%					
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 11.03	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 166.67	$ 323.47	$ 503.86	$ 16.38	0.00	$ 509.22	-	-	0	-	-					
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 2.70	0%	$ -	1.00	$ -	$ -	$ 204.17	$ 324.23	$ 531.10	$ -	0.00	$ 531.10	-	-	0	-	-					
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 261.15	$ 287.61	$ 548.76	$ -	0.00	$ 548.76	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.17	$ 283.80	$ 532.97	$ -	0.00	$ 532.97	-	-	0	-	-					
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 187.50	$ 349.41	$ 539.06	$ -	0.00	$ 539.06	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 20.11	$ 22.81	0%	$ -	1.00	$ -	$ -	$ 182.92	$ 359.33	$ 565.05	$ 29.88	0.00	$ 574.82	Best	Best	0	$ 9.77	1.73%					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.99	$ 13.94	0%	$ -	1.00	$ -	$ -	$ 202.92	$ 377.64	$ 594.49	$ 11.87	0.00	$ 598.37	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 10.90	$ 14.15	0%	$ -	1.00	$ -	$ -	$ 201.67	$ 374.58	$ 590.40	$ 16.19	0.00	$ 595.69	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 286.54	$ 361.61	$ 653.16	$ -	0.00	$ 653.16	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 4.29	$ 14.99	0%	$ -	1.00	$ -	$ -	$ 204.58	$ 394.42	$ 613.99	$ 6.37	0.00	$ 616.07	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.24	$ 14.09	0%	$ -	1.00	$ -	$ -	$ 221.25	$ 422.65	$ 657.98	$ 1.83	0.00	$ 658.58	-	-	0	-	-					
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 7.17	$ 17.34	0%	$ -	1.00	$ -	$ -	$ 75.00	$ 135.80	$ 228.14	$ 10.65	0.00	$ 231.62	Best	Best	0	$ 3.48	1.53%					
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.54	$ 11.71	0%	$ -	1.15	$ -	$ -	$ 142.31	$ 135.80	$ 289.82	$ 2.29	0.00	$ 290.57	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 9.33	$ 19.50	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 139.61	$ 233.70	$ 13.86	0.00	$ 238.23	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 2.16	$ 14.48	0%	$ -	1.15	$ -	$ -	$ 122.19	$ 142.66	$ 279.33	$ 3.21	0.00	$ 280.38	-	-	0	-	-					
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 7.17	$ 34.34	0%	$ -	1.00	$ -	$ -	$ 76.67	$ 135.80	$ 246.80	$ 10.65	0.00	$ 250.29	-	-	0	-	-					
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 9.02	$ 19.19	0%	$ -	1.15	$ -	$ -	$ 138.96	$ 136.56	$ 294.71	$ 15.86	0.00	$ 301.54	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 14.65	$ 24.82	0%	$ -	1.00	$ -	$ -	$ 74.17	$ 139.61	$ 238.59	$ 24.22	0.00	$ 248.16	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 5.46	$ 17.78	0%	$ -	1.00	$ -	$ -	$ 76.25	$ 143.43	$ 237.45	$ 8.11	0.00	$ 240.10	Best	Best	0	$ 2.65	1.12%					
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 7.17	$ 7.17	0%	$ -	1.00	$ -	$ -	$ 68.75	$ 122.83	$ 198.75	$ 10.65	0.00	$ 202.23	Best	Best	0	$ 3.48	1.75%					
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 122.50	$ 207.51	$ 330.01	$ -	0.00	$ 330.01	-	-	0	-	-					
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 15.82	$ 15.82	0%	$ -	1.00	$ -	$ -	$ 105.00	$ 222.00	$ 342.83	$ 23.51	0.00	$ 350.51	Best	Best	0	$ 7.68	2.24%					
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 135.00	$ 256.33	$ 391.33	$ -	0.00	$ 391.33	-	-	0	-	-					
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 212.09	$ 378.84	$ -	0.00	$ 378.84	-	-	0	-	-					
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 6.47	$ 6.47	0%	$ -	1.00	$ -	$ -	$ 63.75	$ 112.91	$ 183.13	$ 9.61	0.00	$ 186.27	Best	Best	0	$ 3.14	1.72%					
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.49	$ 0.49	0%	$ -	1.00	$ -	$ -	$ 74.58	$ 119.01	$ 194.09	$ 0.73	0.00	$ 194.33	-	-	0	-	-					
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 125.00	$ 237.26	$ 365.26	$ -	0.00	$ 365.26	-	-	0	-	-					
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 18.61	$ 18.61	0%	$ -	1.00	$ -	$ -	$ 137.08	$ 282.27	$ 437.97	$ 27.65	0.00	$ 447.01	-	-	0	-	-					
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.56	$ 6.56	0%	$ -	1.00	$ -	$ -	$ 132.92	$ 255.57	$ 395.05	$ 5.29	0.00	$ 396.78	Best	Best	0	$ 1.73	0.44%					
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 135.83	$ 270.83	$ 409.66	$ -	0.00	$ 409.66	-	-	0	-	-					
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 22.64	$ 22.64	0%	$ -	1.00	$ -	$ -	$ 160.83	$ 331.10	$ 514.57	$ 33.64	0.00	$ 525.57	-	-	0	-	-					
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 7.59	$ 10.59	0%	$ -	1.00	$ -	$ -	$ 163.33	$ 305.16	$ 479.08	$ 11.27	0.00	$ 482.76	-	-	0	-	-					
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 157.50	$ 289.90	$ 450.40	$ -	0.00	$ 450.40	Best	Best	0	$ -	0.00%					
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 6.29	$ 6.29	0%	$ -	1.00	$ -	$ -	$ 64.58	$ 123.59	$ 194.46	$ 9.34	0.00	$ 197.51	Best	Best	0	$ 3.05	1.57%					
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 92.08	$ 157.92	$ 250.00	$ -	0.00	$ 250.00	-	-	0	-	-					
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 103.98	$ 122.83	$ 226.81	$ -	0.00	$ 226.81	-	-	0	-	-					
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.83	$ 5.83	0%	$ -	1.00	$ -	$

Value of Time $/h = 30

Class 2L Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors											Cost/h VOT = >>	$ 30.00	Impacts on Drivers								
																							Cost/mile	$ 0.76	Value of Time $/h = 30								
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %							
			hours	minutes																													
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 191.50	$ 267.78	$ 468.68	$ 4.54	0.00	$ 470.16	-	Best	1	$ 4.04	0.86%							
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 10.52	$ 16.87	0%	$ -	1.00	$ -	$ -	$ 168.50	$ 280.75	$ 466.12	$ 15.63	0.00	$ 471.23	Best	-	1	-	-							
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 190.00	$ 298.29	$ 497.70	$ 4.54	0.00	$ 499.18	-	-	0	-	-							
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 310.50	$ 507.90	$ 4.54	0.00	$ 509.39	-	-	0	-	-							
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 235.18	$ 250.23	$ 486.41	$ -	0.00	$ 486.41	-	-	0	-	-							
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 283.48	$ 277.70	$ 562.17	$ -	0.00	$ 562.17	-	-	0	-	-							
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 205.50	$ 333.39	$ 542.94	$ -	0.00	$ 542.94	-	-	0	-	-							
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.15	$ -	$ -	$ 212.14	$ 257.10	$ 478.64	$ 4.54	0.00	$ 480.12	-	-	0	-	-							
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 300.58	$ 493.99	$ 4.54	0.00	$ 495.47	-	-	0	-	-							
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 10.90	$ 17.25	0%	$ -	1.00	$ -	$ -	$ 154.50	$ 264.73	$ 436.47	$ 16.19	0.00	$ 441.77	-	-	0	-	-							
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 210.45	$ 222.00	$ 433.45	$ -	0.00	$ 433.45	Best	Best	0	$ -	0.00%							
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 231.73	$ 247.18	$ 479.90	$ -	0.00	$ 479.90	-	-	0	-	-							
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 279.45	$ 266.25	$ 546.70	$ -	0.00	$ 546.70	-	-	0	-	-							
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 15.51	$ 21.86	0%	$ -	1.00	$ -	$ -	$ 198.50	$ 331.86	$ 552.22	$ 23.04	0.00	$ 559.75	Best	Best	0	$ 7.53	1.36%							
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 7.00	$ 13.35	0%	$ -	1.00	$ -	$ -	$ 226.00	$ 379.92	$ 619.28	$ 10.40	0.00	$ 622.68	-	-	0	-	-							
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05		0%	$ -	1.00	$ -	$ -	$ 236.50	$ 395.18	$ 631.68	$ 4.54	0.00	$ 642.57	-	-	0	-	-							
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 334.08	$ 334.15	$ 669.23	$ -	0.00	$ 669.23	-	-	0	-	-							
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 277.73	$ 292.95	$ 570.68	$ -	0.00	$ 570.68	-	-	0	-	-							
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 251.50	$ 415.02	$ 670.57	$ -	0.00	$ 670.57	-	-	0	-	-							
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 18.87	$ 25.22	0%	$ -	1.00	$ -	$ -	$ 221.00	$ 373.82	$ 620.05	$ 28.04	0.00	$ 629.21	Best	Best	0	$ 9.17	1.48%							
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 263.00	$ 412.73	$ 685.13	$ 4.54	0.00	$ 686.61	-	-	0	-	-							
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 324.88	$ 336.44	$ 661.31	$ -	0.00	$ 661.31	-	-	0	-	-							
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 279.00	$ 434.85	$ 717.90	$ -	0.00	$ 717.90	-	-	0	-	-							
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 285.00	$ 445.53	$ 734.58	$ -	0.00	$ 734.58	-	-	0	-	-							
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 20.11	$ 26.46	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 447.06	$ 739.02	$ 29.88	0.00	$ 748.78	Best	-	1	-	-							
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.99	$ 17.59	0%	$ -	1.00	$ -	$ -	$ 295.50	$ 470.71	$ 783.80	$ 11.87	0.00	$ 787.68	-	-	0	-	-							
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 17.40	0%	$ -	1.00	$ -	$ -	$ 301.50	$ 483.68	$ 802.58	$ 4.54	0.00	$ 804.06	-	-	0	-	-							
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 283.00	$ 464.61	$ 748.61	$ -	0.00	$ 748.61	-	Best	1	$ 9.59	1.28%							
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 12.05	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 510.38	$ 847.43	$ -	0.00	$ 847.43	-	-	0	-	-							
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 145.98	$ 176.99	$ 328.73	$ 4.54	0.00	$ 330.21	-	-	0	-	-							
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 10.52	$ 13.22	0%	$ -	1.00	$ -	$ -	$ 114.50	$ 190.73	$ 318.45	$ 15.63	0.00	$ 323.56	Best	Best	0	$ 5.11	1.60%							
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 141.00	$ 211.32	$ 358.08	$ 4.54	0.00	$ 359.56	-	-	0	-	-							
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 135.50	$ 217.43	$ 358.68	$ 4.54	0.00	$ 360.16	-	-	0	-	-							
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 186.30	$ 184.62	$ 370.92	$ -	0.00	$ 370.92	-	-	0	-	-							
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 192.05	$ 181.57	$ 373.62	$ -	0.00	$ 373.62	-	-	0	-	-							
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 174.80	$ 180.04	$ 354.84	$ -	0.00	$ 354.84	-	-	0	-	-							
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 157.00	$ 248.71	$ 407.86	$ -	0.00	$ 407.86	-	-	0	-	-							
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 141.25	$ 166.31	$ 313.32	$ 4.54	0.00	$ 314.80	-	-	0	-	-							
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 10.90	$ 13.60	0%	$ -	1.00	$ -	$ -	$ 105.50	$ 174.70	$ 293.80	$ 16.19	0.00	$ 299.10	Best	Best	0	$ 5.29	1.80%							
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 138.00	$ 213.61	$ 357.36	$ 4.54	0.00	$ 358.85	-	-	0	-	-							
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 132.50	$ 219.72	$ 357.97	$ 4.54	0.00	$ 359.45	-	-	0	-	-							
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 181.70	$ 173.94	$ 355.64	$ -	0.00	$ 355.64	-	-	0	-	-							
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 187.45	$ 170.89	$ 358.34	$ -	0.00	$ 358.34	-	-	0	-	-							
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 201.25	$ 217.43	$ 418.68	$ -	0.00	$ 418.68	-	-	0	-	-							
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 154.00	$ 250.99	$ 407.14	$ -	0.00	$ 407.14	-	-	0	-	-							
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 216.42	$ 243.37	$ 465.54	$ 4.54	0.00	$ 467.02	-	-	0	-	-							
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 14.85	$ 17.55	0%	$ -	1.00	$ -	$ -	$ 145.00	$ 240.31	$ 402.86	$ 22.06	0.00	$ 410.07	Best	Best	0	$ 7.21	1.79%							
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 182.00	$ 301.35	$ 489.10	$ 4.54	0.00	$ 490.58	-	-	0	-	-							
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 6.61	$ 9.31	0%	$ -	1.00	$ -	$ -	$ 171.50	$ 285.32	$ 466.14	$ 9.82	0.00	$ 469.35	-	-	0	-	-							
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 250.13	$ 242.60	$ 492.73	$ -	0.00	$ 492.73	-	-	0	-	-							
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 255.30	$ 240.31	$ 495.61	$ -	0.00	$ 495.61	-	-	0	-	-							
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 201.50	$ 329.57	$ 533.22	$ -	0.00	$ 533.22	-	-	0	-	-							
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 11.03	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 211.66	$ 281.51	$ 506.90	$ 16.38	0.00	$ 512.26	-	-	0	-	-							
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 18.87	$ 21.57	0%	$ -	1.00	$ -	$ -	$ 169.00	$ 283.04	$ 473.61	$ 28.04	0.00	$ 482.78	Best	Best	0	$ 9.17	1.94%							
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 11.03	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 323.47	$ 537.20	$ 16.38	0.00	$ 542.55	-	-	0	-	-							
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 2.70	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 324.23	$ 571.93	$ -	0.00	$ 571.93	-	-	0	-	-							
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 313.38	$ 287.61	$ 600.99	$ -	0.00	$ 600.99	-	-	0	-	-							
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 299.00	$ 283.80	$ 582.80	$ -	0.00	$ 582.80	-	-	0	-	-							
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 349.41	$ 576.56	$ -	0.00	$ 576.56	-	-	0	-	-							
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 20.11	$ 22.81	0%	$ -	1.00	$ -	$ -	$ 219.50	$ 359.33	$ 601.64	$ 29.88	0.00	$ 611.40	Best	Best	0	$ 9.77	1.62%							
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.99	$ 13.94	0%	$ -	1.00	$ -	$ -	$ 243.50	$ 377.64	$ 635.07	$ 11.87	0.00	$ 638.95	-	-	0	-	-							
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 10.90	$ 14.15	0%	$ -	1.00	$ -	$ -	$ 242.00	$ 374.58	$ 630.73	$ 16.19	0.00	$ 636.03	-	-	0	-	-							
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 343.85	$ 361.61	$ 710.46	$ -	0.00	$ 710.46	-	-	0	-	-							
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 4.29	$ 14.99	0%	$ -	1.00	$ -	$ -	$ 245.50	$ 394.42	$ 654.91	$ 6.37	0.00	$ 656.99	-	-	0	-	-							
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.24	$ 14.09	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 422.65	$ 702.23	$ 1.83	0.00	$ 702.83	-	-	0	-	-							
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 7.17	$ 17.34	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 135.80	$ 243.14	$ 10.65	0.00	$ 246.62	Best	Best	0	$ 3.48	1.43%							
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.54	$ 11.71	0%	$ -	1.15	$ -	$ -	$ 170.78	$ 135.80	$ 318.28	$ 2.29	0.00	$ 319.03	-	-	0	-	-							
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 9.33	$ 19.50	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 139.61	$ 248.61	$ 13.86	0.00	$ 253.14	-	-	0	-	-							
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 2.16	$ 14.48	0%	$ -	1.15	$ -	$ -	$ 146.63	$ 142.66	$ 303.77	$ 3.21	0.00	$ 304.82	-	-	0	-	-							
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 7.17	$ 34.34	0%	$ -	1.00	$ -	$ -	$ 92.00	$ 135.80	$ 262.14	$ 10.65	0.00	$ 265.62	-	-	0	-	-							
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 9.02	$ 19.19	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 136.56	$ 322.50	$ 15.86	0.00	$ 329.34	-	-	0	-	-							
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 14.65	$ 24.82	0%	$ -	1.00	$ -	$ -	$ 89.00	$ 139.61	$ 253.43	$ 24.22	0.00	$ 263.00	-	-	0	-	-							
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 5.46	$ 17.78	0%	$ -	1.00	$ -	$ -	$ 91.50	$ 143.43	$ 252.70	$ 8.11	0.00	$ 255.35	Best	Best	0	$ 2.65	1.05%							
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 7.17	$ 7.17	0%	$ -	1.00	$ -	$ -	$ 82.50	$ 122.83	$ 212.50	$ 10.65	0.00	$ 215.98	Best	Best	0	$ 3.48	1.64%							
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 207.51	$ 354.51	$ -	0.00	$ 354.51	-	-	0	-	-							
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 15.82	$ 15.82	0%	$ -	1.00	$ -	$ -	$ 126.00	$ 222.00	$ 363.83	$ 23.51	0.00	$ 371.51	Best	Best	0	$ 7.68	2.11%							
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 162.00	$ 256.33	$ 418.33	$ -	0.00	$ 418.33	-	-	0	-	-							
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 200.10	$ 212.09	$ 412.19	$ -	0.00	$ 412.19	-	-	0	-	-							
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 6.47	$ 6.47	0%	$ -	1.00	$ -	$ -	$ 76.50	$ 112.91	$ 195.88	$ 9.61	0.00	$ 199.02	Best	Best	0	$ 3.14	1.60%							
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.49	$ 0.49	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 119.01	$ 209.01	$ 0.73	0.00	$ 209.25	-	-	0	-	-							
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 237.26	$ 390.26	$ -	0.00	$ 390.26	-	-	0	-	-							
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 18.61	$ 18.61	0%	$ -	1.00	$ -	$ -	$ 164.50	$ 282.27	$ 465.39	$ 27.65	0.00	$ 474.43	-	-	0	-	-							
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.56	$ 6.56	0%	$ -	1.00	$ -	$ -	$ 159.50	$ 255.57	$ 421.63	$ 5.29	0.00	$ 423.36	Best	Best	0	$ 1.73	0.41%							
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 163.00	$ 270.83	$ 436.83	$ -	0.00	$ 436.83	-	-	0	-	-							
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 22.64	$ 22.64	0%	$ -	1.00	$ -	$ -	$ 193.00	$ 331.10	$ 546.74	$ 33.64	0.00	$ 557.74	-	-	0	-	-							
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 7.59	$ 10.59	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 305.16	$ 511.75	$ 11.27	0.00	$ 515.43	-	-	0	-	-							
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 189.00	$ 289.90	$ 481.90	$ -	0.00	$ 481.90	Best	Best	0	$ -	0.00%							
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 6.29	$ 6.29	0%	$ -	1.00	$ -	$ -	$ 77.50	$ 123.59	$ 207.38	$ 9.34	0.00	$ 210.43	Best	Best	0	$ 3.05	1.47%							
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.50	$ 157.92	$ 268.42	$ -	0.00	$ 268.42	-	-	0	-	-							
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161			

Value of Time $/h = 40

Class 2L Vehicles Paying with Tolls by Mail

Cost/h	VOT = >>	$ 40.00
Cost/mile		$ 0.76

Impacts on Drivers

						Additional Route Detail				Toll Rates		Impact Factors											Value of Time $/h = 40				
Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 255.33	$ 267.78	$ 532.51	$ 4.54	0.00	$ 534.00	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 10.52	$ 16.87	0%	$ -	1.00	$ -	$ -	$ 224.67	$ 280.75	$ 522.29	$ 15.63	0.00	$ 527.40	Best	Best	0	$ 5.11	0.98%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 253.33	$ 298.29	$ 561.03	$ 4.54	0.00	$ 562.51	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 250.67	$ 310.50	$ 570.57	$ 4.54	0.00	$ 572.05	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 313.57	$ 250.23	$ 564.80	$ -	0.00	$ 564.80	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 377.97	$ 277.70	$ 656.66	$ -	0.00	$ 656.66	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 274.00	$ 333.39	$ 611.44	$ -	0.00	$ 611.44	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.15	$ -	$ -	$ 282.86	$ 257.10	$ 549.36	$ 4.54	0.00	$ 550.84	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 245.33	$ 300.58	$ 555.32	$ 4.54	0.00	$ 556.80	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 10.90	$ 17.25	0%	$ -	1.00	$ -	$ -	$ 206.00	$ 264.73	$ 487.97	$ 16.19	0.00	$ 493.27	Best	Best	0	$ 5.29	1.08%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 280.60	$ 222.00	$ 503.60	$ -	0.00	$ 503.60	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 308.97	$ 247.18	$ 557.15	$ -	0.00	$ 557.15	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 372.60	$ 266.25	$ 639.85	$ -	0.00	$ 639.85	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 15.51	$ 21.86	0%	$ -	1.00	$ -	$ -	$ 264.67	$ 331.86	$ 618.39	$ 23.04	0.00	$ 625.92	Best	Best	0	$ 7.53	1.22%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 7.00	$ 13.35	0%	$ -	1.00	$ -	$ -	$ 301.33	$ 379.92	$ 694.61	$ 10.40	0.00	$ 698.01	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05		0%	$ -	1.00	$ -	$ -	$ 315.33	$ 395.18	$ 710.52	$ 4.54	0.00	$ 721.40	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 1.00	0%	$ -	1.15	$ -	$ -	$ 445.43	$ 334.15	$ 780.58	$ -	0.00	$ 780.58	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 370.30	$ 292.95	$ 663.25	$ -	0.00	$ 663.25	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 335.33	$ 415.02	$ 754.40	$ -	0.00	$ 754.40	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 18.87	$ 25.22	0%	$ -	1.00	$ -	$ -	$ 294.67	$ 373.82	$ 693.71	$ 28.04	0.00	$ 702.88	Best	Best	0	$ 9.17	1.32%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 9.40	0%	$ -	1.00	$ -	$ -	$ 350.67	$ 412.73	$ 772.80	$ 4.54	0.00	$ 774.28	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.17	$ 336.44	$ 769.61	$ -	0.00	$ 769.61	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 372.00	$ 434.85	$ 810.90	$ -	0.00	$ 810.90	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 4.05	0%	$ -	1.00	$ -	$ -	$ 380.00	$ 445.53	$ 829.58	$ -	0.00	$ 829.58	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 20.11	$ 26.46	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 447.06	$ 827.52	$ 29.88	0.00	$ 837.28	Best	Best	0	$ 9.77	1.18%
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 7.99	$ 17.59	0%	$ -	1.00	$ -	$ -	$ 394.00	$ 470.71	$ 882.30	$ 11.87	0.00	$ 886.18	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 3.05	$ 17.40	0%	$ -	1.00	$ -	$ -	$ 402.00	$ 483.68	$ 903.08	$ 4.54	0.00	$ 904.56	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 1.00	0%	$ -	1.00	$ -	$ -	$ 377.33	$ 464.61	$ 842.94	$ -	0.00	$ 842.94	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 12.05	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 510.38	$ 955.76	$ -	0.00	$ 955.76	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 194.64	$ 176.99	$ 377.39	$ 4.54	0.00	$ 378.87	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 10.52	$ 13.22	0%	$ -	1.00	$ -	$ -	$ 152.67	$ 190.73	$ 356.61	$ 15.63	0.00	$ 361.72	Best	Best	0	$ 5.11	1.43%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 211.32	$ 405.08	$ 4.54	0.00	$ 406.56	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 180.67	$ 217.43	$ 403.85	$ 4.54	0.00	$ 405.33	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 248.40	$ 184.62	$ 433.02	$ -	0.00	$ 433.02	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 256.07	$ 181.57	$ 437.64	$ -	0.00	$ 437.64	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 233.07	$ 180.04	$ 413.11	$ -	0.00	$ 413.11	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 209.33	$ 248.71	$ 460.19	$ -	0.00	$ 460.19	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 188.34	$ 166.31	$ 360.40	$ 4.54	0.00	$ 361.89	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 10.90	$ 13.60	0%	$ -	1.00	$ -	$ -	$ 140.67	$ 174.70	$ 328.97	$ 16.19	0.00	$ 334.26	Best	Best	0	$ 5.29	1.61%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 213.61	$ 403.36	$ 4.54	0.00	$ 404.85	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 176.67	$ 219.72	$ 402.13	$ 4.54	0.00	$ 403.62	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 242.27	$ 173.94	$ 416.21	$ -	0.00	$ 416.21	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.93	$ 170.89	$ 420.82	$ -	0.00	$ 420.82	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 268.33	$ 217.43	$ 485.76	$ -	0.00	$ 485.76	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 205.33	$ 250.99	$ 458.48	$ -	0.00	$ 458.48	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.15	$ -	$ -	$ 288.56	$ 243.37	$ 537.68	$ 4.54	0.00	$ 539.16	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 14.85	$ 17.55	0%	$ -	1.00	$ -	$ -	$ 193.33	$ 240.31	$ 451.19	$ 22.06	0.00	$ 458.40	Best	Best	0	$ 7.21	1.60%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 3.05	$ 5.75	0%	$ -	1.00	$ -	$ -	$ 242.67	$ 301.35	$ 549.76	$ 4.54	0.00	$ 551.25	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 6.61	$ 9.31	0%	$ -	1.00	$ -	$ -	$ 228.67	$ 285.32	$ 523.30	$ 9.82	0.00	$ 526.51	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 242.60	$ 576.10	$ -	0.00	$ 576.10	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 340.40	$ 240.31	$ 580.71	$ -	0.00	$ 580.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 268.67	$ 329.57	$ 600.39	$ -	0.00	$ 600.39	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 11.03	$ 13.73	0%	$ -	1.15	$ -	$ -	$ 282.22	$ 281.51	$ 577.46	$ 16.38	0.00	$ 582.81	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 18.87	$ 21.57	0%	$ -	1.00	$ -	$ -	$ 225.33	$ 283.04	$ 529.94	$ 28.04	0.00	$ 539.11	Best	Best	0	$ 9.17	1.73%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 11.03	$ 13.73	0%	$ -	1.00	$ -	$ -	$ 266.67	$ 323.47	$ 603.86	$ 16.38	0.00	$ 609.22	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 2.70	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 324.23	$ 653.60	$ -	0.00	$ 653.60	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 417.83	$ 287.61	$ 705.45	$ -	0.00	$ 705.45	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 398.67	$ 283.80	$ 682.47	$ -	0.00	$ 682.47	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 2.15	0%	$ -	1.00	$ -	$ -	$ 300.00	$ 349.41	$ 651.56	$ -	0.00	$ 651.56	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 20.11	$ 22.81	0%	$ -	1.00	$ -	$ -	$ 292.67	$ 359.33	$ 674.80	$ 29.88	0.00	$ 684.57	Best	Best	0	$ 9.77	1.45%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 7.99	$ 13.94	0%	$ -	1.00	$ -	$ -	$ 324.67	$ 377.64	$ 716.24	$ 11.87	0.00	$ 720.12	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 10.90	$ 14.15	0%	$ -	1.00	$ -	$ -	$ 322.67	$ 374.58	$ 711.40	$ 16.19	0.00	$ 716.69	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 5.00	0%	$ -	1.15	$ -	$ -	$ 458.47	$ 361.61	$ 825.08	$ -	0.00	$ 825.08	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 4.29	$ 14.99	0%	$ -	1.00	$ -	$ -	$ 327.33	$ 394.42	$ 736.74	$ 6.37	0.00	$ 738.82	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 1.24	$ 14.09	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 422.65	$ 790.73	$ 1.83	0.00	$ 791.33	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 7.17	$ 17.34	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 135.80	$ 273.14	$ 10.65	0.00	$ 276.62	Best	Best	0	$ 3.48	1.27%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 1.54	$ 11.71	0%	$ -	1.15	$ -	$ -	$ 227.70	$ 135.80	$ 375.21	$ 2.29	0.00	$ 375.96	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 9.33	$ 19.50	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 139.61	$ 278.45	$ 13.86	0.00	$ 282.98	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 2.16	$ 14.48	0%	$ -	1.15	$ -	$ -	$ 195.50	$ 142.66	$ 352.64	$ 3.21	0.00	$ 353.69	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 7.17	$ 34.34	0%	$ -	1.00	$ -	$ -	$ 122.67	$ 135.80	$ 292.80	$ 10.65	0.00	$ 296.29	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 9.02	$ 19.19	0%	$ -	1.15	$ -	$ -	$ 222.33	$ 136.56	$ 378.08	$ 15.86	0.00	$ 384.92	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 14.65	$ 24.82	0%	$ -	1.00	$ -	$ -	$ 118.67	$ 139.61	$ 283.09	$ 24.22	0.00	$ 292.66	Best	-	1	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 5.46	$ 17.78	0%	$ -	1.00	$ -	$ -	$ 122.00	$ 143.43	$ 283.20	$ 8.11	0.00	$ 285.85	-	Best	1	$ 2.76	0.97%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 7.17	$ 7.17	0%	$ -	1.00	$ -	$ -	$ 110.00	$ 122.83	$ 240.00	$ 10.65	0.00	$ 243.48	Best	Best	0	$ 3.48	1.45%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 207.51	$ 403.51	$ -	0.00	$ 403.51	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 15.82	$ 15.82	0%	$ -	1.00	$ -	$ -	$ 168.00	$ 222.00	$ 405.83	$ 23.51	0.00	$ 413.51	Best	Best	0	$ 7.68	1.89%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 216.00	$ 256.33	$ 472.33	$ -	0.00	$ 472.33	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 266.80	$ 212.09	$ 478.89	$ -	0.00	$ 478.89	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 6.47	$ 6.47	0%	$ -	1.00	$ -	$ -	$ 102.00	$ 112.91	$ 221.38	$ 9.61	0.00	$ 224.52	Best	Best	0	$ 3.14	1.42%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	2	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 0.49	$ 0.49	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 119.01	$ 238.84	$ 0.73	0.00	$ 239.08	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 237.26	$ 440.26	$ -	0.00	$ 440.26	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 18.61	$ 18.61	0%	$ -	1.00	$ -	$ -	$ 219.33	$ 282.27	$ 520.22	$ 27.65	0.00	$ 529.26	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 3.56	$ 6.56	0%	$ -	1.00	$ -	$ -	$ 212.67	$ 255.57	$ 474.80	$ 5.29	0.00	$ 476.53	Best	Best	0	$ 1.73	0.36%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 217.33	$ 270.83	$ 491.16	$ -	0.00	$ 491.16	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 22.64	$ 22.64	0%	$ -	1.00	$ -	$ -	$ 257.33	$ 331.10	$ 611.07	$ 33.64	0.00	$ 622.07	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 7.59	$ 10.59	0%	$ -	1.00	$ -	$ -	$ 261.33	$ 305.16	$ 577.08	$ 11.27	0.00	$ 580.76	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 3.00	0%	$ -	1.00	$ -	$ -	$ 252.00	$ 289.90	$ 544.90	$ -	0.00	$ 544.90	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 6.29	$ 6.29	0%	$ -	1.00	$ -	$ -	$ 103.33	$ 123.59	$ 233.21	$ 9.34	0.00	$ 236.26	Best	Best	0	$ 3.05	1.31%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.33	$ 157.92	$ 305.25	$ -	0.00	$ 305.25	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.37	$ 122.83	$ 289.19	$ -	0.00	$ 289.19	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 5.83	$ 5.83	0%	$ -	1.00	$ -	$ -	$ 114.67	$ 141.14	$ 261.64	$ 8.66	0.00	$ 264.47	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 3.66	$ 3.66	0%	$ -	1.15	$ -	$ -	$ 128.94	$ 125.88	$ 258.48	$ 5.44	0.00	$ 260.26	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.67	$ 128.17	$ 238.83	$ -	0.00	$ 238.83	Best	Best	0	$ -	0.00%

# Changes	1	Average Delta	
		$ 5.20	1.17%

Best Route Choice Analysis Results

Class 5H **NY E-ZPass**

			Impacts on Drivers as a Function of Value of Time																	
			Value of time $/h = 30			Value of time $/h = 40			Value of time $/h = 50			Value of time $/h = 65			Value of time $/h = 75			Value of time $/h = 85		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
				Changes	1		Changes	1		Changes	0		Changes	0		Changes	0		Changes	1
				Average Delta			Average Delta			Average Delta			Average Delta			Average Delta			Average Delta	
				$ 2.06	0.48%		$ 2.60	0.52%		$ 2.95	0.52%		$ 3.28	0.51%		$ 3.28	0.48%		$ 3.34	0.45%

Value of Time $/h = 30

Class 5H Vehicles Paying with a NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors													Cost/h VOT = >>	$ 30.00	Impacts on Drivers					
																									Cost/mile	$ 1.01	Value of Time $/h = 30					
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 191.50	$ 355.91	$ 571.79	$ 13.16	1.97	$ 572.83	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 168.50	$ 373.15	$ 588.51	$ 45.37	6.81	$ 592.09	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 190.00	$ 396.47	$ 610.85	$ 13.16	1.97	$ 611.89	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 188.00	$ 412.70	$ 625.08	$ 13.16	1.97	$ 626.12	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 235.18	$ 332.59	$ 571.27	$ -	0.00	$ 571.27	Best	Best	0	$ -	0.00%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 283.48	$ 369.10	$ 656.07	$ -	0.00	$ 656.07	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 205.50	$ 443.12	$ 669.32	$ -	0.00	$ 669.32	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 212.14	$ 341.72	$ 578.24	$ 13.16	1.97	$ 579.28	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 184.00	$ 399.52	$ 607.89	$ 13.16	1.97	$ 608.93	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 154.50	$ 351.86	$ 554.34	$ 46.99	7.05	$ 558.05	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 210.45	$ 295.07	$ 509.02	$ -	0.00	$ 509.02	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 231.73	$ 328.54	$ 563.76	$ -	0.00	$ 563.76	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 279.45	$ 353.89	$ 636.84	$ -	0.00	$ 636.84	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 198.50	$ 441.09	$ 701.31	$ 66.88	10.03	$ 706.60	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 226.00	$ 504.97	$ 767.10	$ 30.19	4.53	$ 769.48	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 236.50	$ 525.25	$ 758.99	$ 13.16	1.97	$ 787.17	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 334.08	$ 444.13	$ 781.71	$ -	0.00	$ 781.71	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 277.73	$ 389.38	$ 667.10	$ -	0.00	$ 667.10	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 251.50	$ 551.62	$ 823.82	$ -	0.00	$ 823.82	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 221.00	$ 496.86	$ 789.61	$ 81.39	12.21	$ 796.04	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 263.00	$ 548.57	$ 835.95	$ 13.16	1.97	$ 836.99	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 324.88	$ 447.17	$ 772.05	$ -	0.00	$ 772.05	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 279.00	$ 577.98	$ 877.68	$ -	0.00	$ 877.68	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 285.00	$ 592.18	$ 897.88	$ -	0.00	$ 897.88	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 265.50	$ 594.20	$ 934.89	$ 85.84	12.88	$ 941.67	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 295.50	$ 625.64	$ 974.45	$ 34.45	5.17	$ 977.17	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 301.50	$ 642.88	$ 1,000.75	$ 13.16	1.97	$ 1,001.79	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 283.00	$ 617.53	$ 904.03	$ -	0.00	$ 904.03	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 325.00	$ 678.37	$ 1,056.07	$ -	0.00	$ 1,056.07	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 145.98	$ 235.25	$ 396.41	$ 13.16	1.97	$ 397.45	Best	Best	0	$ 1.04	0.26%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 114.50	$ 253.50	$ 405.65	$ 45.37	6.81	$ 409.24	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 141.00	$ 280.88	$ 437.06	$ 13.16	1.97	$ 438.10	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 135.50	$ 288.99	$ 439.67	$ 13.16	1.97	$ 440.71	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 186.30	$ 245.39	$ 431.69	$ -	0.00	$ 431.69	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 192.05	$ 241.33	$ 433.38	$ -	0.00	$ 433.38	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 174.80	$ 239.30	$ 414.10	$ -	0.00	$ 414.10	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 157.00	$ 330.56	$ 502.81	$ -	0.00	$ 502.81	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 141.25	$ 221.05	$ 377.48	$ 13.16	1.97	$ 378.52	-	Best	1	$ 2.04	0.54%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 105.50	$ 232.21	$ 376.49	$ 46.99	7.05	$ 380.20	Best	-	1	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 138.00	$ 283.92	$ 437.10	$ 13.16	1.97	$ 438.14	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 132.50	$ 292.03	$ 439.71	$ 13.16	1.97	$ 440.75	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 181.70	$ 231.19	$ 412.89	$ -	0.00	$ 412.89	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 187.45	$ 227.14	$ 414.59	$ -	0.00	$ 414.59	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 201.25	$ 288.99	$ 490.24	$ -	0.00	$ 490.24	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 154.00	$ 333.61	$ 502.86	$ -	0.00	$ 502.86	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 216.42	$ 323.47	$ 555.07	$ 13.16	1.97	$ 556.11	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 145.00	$ 319.41	$ 514.94	$ 64.02	9.60	$ 520.00	Best	Best	0	$ 5.06	0.98%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 182.00	$ 400.53	$ 597.71	$ 13.16	1.97	$ 598.75	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 171.50	$ 379.24	$ 576.50	$ 28.51	4.28	$ 578.75	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 250.13	$ 322.45	$ 572.58	$ -	0.00	$ 572.58	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 255.30	$ 319.41	$ 574.71	$ -	0.00	$ 574.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 201.50	$ 438.05	$ 654.80	$ -	0.00	$ 654.80	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 211.66	$ 374.17	$ 624.77	$ 47.55	7.13	$ 628.53	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 169.00	$ 376.19	$ 607.74	$ 81.39	12.21	$ 614.17	Best	Best	0	$ 6.43	1.06%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 200.00	$ 429.94	$ 672.60	$ 47.55	7.13	$ 676.36	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 245.00	$ 430.95	$ 681.95	$ -	0.00	$ 681.95	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 313.38	$ 382.28	$ 695.65	$ -	0.00	$ 695.65	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 299.00	$ 377.21	$ 676.21	$ -	0.00	$ 676.21	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 225.00	$ 464.41	$ 704.66	$ -	0.00	$ 704.66	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 219.50	$ 477.59	$ 763.08	$ 85.84	12.88	$ 769.86	Best	Best	0	$ 6.78	0.89%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 243.50	$ 501.93	$ 789.54	$ 34.45	5.17	$ 792.26	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 242.00	$ 497.87	$ 786.65	$ 46.99	7.05	$ 790.37	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 343.85	$ 480.64	$ 856.49	$ -	0.00	$ 856.49	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 245.50	$ 524.24	$ 820.35	$ 17.62	2.64	$ 821.74	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 265.50	$ 561.76	$ 883.94	$ 4.45	0.67	$ 884.29	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 90.00	$ 180.49	$ 324.48	$ 30.92	4.64	$ 326.93	Best	Best	0	$ 2.44	0.75%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 170.78	$ 180.49	$ 387.03	$ 4.45	0.67	$ 387.38	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 89.50	$ 185.56	$ 346.99	$ 54.18	8.13	$ 351.27	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 146.63	$ 189.62	$ 390.28	$ 8.38	1.26	$ 390.95	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 92.00	$ 180.49	$ 426.48	$ 30.92	4.64	$ 428.93	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 166.75	$ 181.51	$ 431.43	$ 79.63	11.94	$ 448.27	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 89.00	$ 185.56	$ 375.96	$ 106.09	15.91	$ 394.89	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 91.50	$ 190.63	$ 345.98	$ 23.53	3.53	$ 347.83	Best	Best	0	$ 1.86	0.54%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 82.50	$ 163.25	$ 267.41	$ 30.92	4.64	$ 269.86	Best	Best	0	$ 2.44	0.91%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 147.00	$ 275.81	$ 422.81	$ -	0.00	$ 422.81	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 126.00	$ 295.07	$ 468.23	$ 68.22	10.23	$ 473.62	Best	Best	0	$ 5.39	1.15%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 162.00	$ 340.70	$ 502.49	$ -	0.00	$ 502.49	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 200.10	$ 281.89	$ 481.99	$ -	0.00	$ 481.99	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 76.50	$ 150.07	$ 246.14	$ 27.89	4.18	$ 248.34	Best	Best	0	$ 2.20	0.90%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 3,029.50	$ 158.18	$ 3,189.16	$ 2.13	0.32	$ 3,189.32	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 150.00	$ 315.35	$ 487.85	$ -	0.00	$ 487.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 164.50	$ 375.18	$ 595.44	$ 80.27	12.04	$ 601.78	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 159.50	$ 339.69	$ 532.29	$ 15.35	2.30	$ 533.51	Best	Best	0	$ 1.21	0.23%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 163.00	$ 359.97	$ 545.47	$ -	0.00	$ 545.47	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 193.00	$ 440.08	$ 700.84	$ 97.63	14.64	$ 708.55	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 29.67	$ 52.17	15%	$ 0.02	1.00	$ 4.45	$ 2.62	$ 196.00	$ 405.60	$ 646.70	$ 32.71	4.91	$ 649.29	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 189.00	$ 385.32	$ 596.82	$ -	0.00	$ 596.82	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 24.59	$ 24.59	15%	$ 0.02	1.00	$ 3.69	$ 2.49	$ 77.50	$ 164.27	$ 260.18	$ 27.11	4.07	$ 262.32	Best	Best	0	$ 2.14	0.82%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	15%	$

Value of Time $/h = 40

Class 5H Vehicles Paying with a NY E-ZPass

Cost/h	VOT = >>	$ 40.00
Cost/mile		$ 1.01

Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Toll Rates: Total Trip Toll	Impact Factors: Volume Discount	Impact Factors: Tax Credit/mile	Impact Factors: Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Impacts on Drivers: Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
																							Value of Time $/h = 40				
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 255.33	$ 355.91	$ 635.63	$ 13.16	1.97	$ 636.67	Best	Best	0	$ 1.04	0.16%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 224.67	$ 373.15	$ 644.67	$ 45.37	6.81	$ 648.26	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 253.33	$ 396.47	$ 674.19	$ 13.16	1.97	$ 675.23	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 250.67	$ 412.70	$ 687.74	$ 13.16	1.97	$ 688.78	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 313.57	$ 332.59	$ 649.66	$ -	0.00	$ 649.66	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 377.97	$ 369.10	$ 750.56	$ -	0.00	$ 750.56	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 274.00	$ 443.12	$ 737.82	$ -	0.00	$ 737.82	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 282.86	$ 341.72	$ 648.95	$ 13.16	1.97	$ 649.99	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 245.33	$ 399.52	$ 669.23	$ 13.16	1.97	$ 670.27	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 206.00	$ 351.86	$ 605.84	$ 46.99	7.05	$ 609.55	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 280.60	$ 295.07	$ 579.17	$ -	0.00	$ 579.17	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 308.97	$ 328.54	$ 641.00	$ -	0.00	$ 641.00	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 372.60	$ 353.89	$ 729.99	$ -	0.00	$ 729.99	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 264.67	$ 441.09	$ 767.48	$ 66.88	10.03	$ 772.76	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 301.33	$ 504.97	$ 842.43	$ 30.19	4.53	$ 844.82	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 315.33	$ 525.25	$ 837.82	$ 13.16	1.97	$ 866.00	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 445.43	$ 444.13	$ 893.07	$ -	0.00	$ 893.07	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 370.30	$ 389.38	$ 759.68	$ -	0.00	$ 759.68	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 335.33	$ 551.62	$ 907.65	$ -	0.00	$ 907.65	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 294.67	$ 496.86	$ 863.27	$ 81.39	12.21	$ 869.71	Best	Best	0	$ 6.43	0.75%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 350.67	$ 548.57	$ 923.62	$ 13.16	1.97	$ 924.66	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 433.17	$ 447.17	$ 880.34	$ -	0.00	$ 880.34	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 372.00	$ 577.98	$ 970.68	$ -	0.00	$ 970.68	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 380.00	$ 592.18	$ 992.88	$ -	0.00	$ 992.88	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 354.00	$ 594.20	$ 1,023.39	$ 85.84	12.88	$ 1,030.17	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 394.00	$ 625.64	$ 1,072.95	$ 34.45	5.17	$ 1,075.67	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 402.00	$ 642.88	$ 1,101.25	$ 13.16	1.97	$ 1,102.29	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 377.33	$ 617.53	$ 998.36	$ -	0.00	$ 998.36	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 433.33	$ 678.37	$ 1,164.40	$ -	0.00	$ 1,164.40	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 194.64	$ 235.25	$ 445.07	$ 13.16	1.97	$ 446.11	-	Best	1	$ 2.29	0.51%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 152.67	$ 253.50	$ 443.82	$ 45.37	6.81	$ 447.41	Best	-	1	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 188.00	$ 280.88	$ 484.06	$ 13.16	1.97	$ 485.10	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 180.67	$ 288.99	$ 484.84	$ 13.16	1.97	$ 485.88	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 248.40	$ 245.39	$ 493.79	$ -	0.00	$ 493.79	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 256.07	$ 241.33	$ 497.40	$ -	0.00	$ 497.40	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 233.07	$ 239.30	$ 472.37	$ -	0.00	$ 472.37	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 209.33	$ 330.56	$ 555.15	$ -	0.00	$ 555.15	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 188.34	$ 221.05	$ 424.57	$ 13.16	1.97	$ 425.61	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 140.67	$ 232.21	$ 411.65	$ 46.99	7.05	$ 415.37	Best	Best	0	$ 3.71	0.90%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 184.00	$ 283.92	$ 483.10	$ 13.16	1.97	$ 484.14	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 176.67	$ 292.03	$ 483.88	$ 13.16	1.97	$ 484.92	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 242.27	$ 231.19	$ 473.46	$ -	0.00	$ 473.46	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 249.93	$ 227.14	$ 477.07	$ -	0.00	$ 477.07	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 268.33	$ 288.99	$ 557.32	$ -	0.00	$ 557.32	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 205.33	$ 333.61	$ 554.19	$ -	0.00	$ 554.19	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 288.56	$ 323.47	$ 627.21	$ 13.16	1.97	$ 628.25	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 193.33	$ 319.41	$ 563.27	$ 64.02	9.60	$ 568.33	Best	Best	0	$ 5.06	0.90%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 242.67	$ 400.53	$ 658.38	$ 13.16	1.97	$ 659.42	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 228.67	$ 379.24	$ 633.66	$ 28.51	4.28	$ 635.92	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 333.50	$ 322.45	$ 655.95	$ -	0.00	$ 655.95	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 340.40	$ 319.41	$ 659.81	$ -	0.00	$ 659.81	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 268.67	$ 438.05	$ 721.96	$ -	0.00	$ 721.96	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 282.22	$ 374.17	$ 695.33	$ 47.55	7.13	$ 699.09	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 225.33	$ 376.19	$ 664.07	$ 81.39	12.21	$ 670.51	Best	Best	0	$ 6.43	0.97%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 266.67	$ 429.94	$ 739.27	$ 47.55	7.13	$ 743.02	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 326.67	$ 430.95	$ 763.62	$ -	0.00	$ 763.62	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 417.83	$ 382.28	$ 800.11	$ -	0.00	$ 800.11	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 398.67	$ 377.21	$ 775.87	$ -	0.00	$ 775.87	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 300.00	$ 464.41	$ 779.66	$ -	0.00	$ 779.66	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 292.67	$ 477.59	$ 836.24	$ 85.84	12.88	$ 843.03	Best	Best	0	$ 6.78	0.81%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 324.67	$ 501.93	$ 870.71	$ 34.45	5.17	$ 873.43	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 322.67	$ 497.87	$ 867.32	$ 46.99	7.05	$ 871.03	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 458.47	$ 480.64	$ 971.10	$ -	0.00	$ 971.10	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 327.33	$ 524.24	$ 902.18	$ 17.62	2.64	$ 903.58	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 354.00	$ 561.76	$ 972.44	$ 4.45	0.67	$ 972.79	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 120.00	$ 180.49	$ 354.48	$ 30.92	4.64	$ 356.93	Best	Best	0	$ 2.44	0.69%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 227.70	$ 180.49	$ 443.96	$ 4.45	0.67	$ 444.31	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 119.33	$ 185.56	$ 376.82	$ 54.18	8.13	$ 381.10	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 195.50	$ 189.62	$ 439.16	$ 8.38	1.26	$ 439.82	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 122.67	$ 180.49	$ 457.15	$ 30.92	4.64	$ 459.59	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 222.33	$ 181.51	$ 487.01	$ 79.63	11.94	$ 503.85	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 118.67	$ 185.56	$ 405.63	$ 106.09	15.91	$ 424.56	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 122.00	$ 190.63	$ 376.48	$ 23.53	3.53	$ 378.33	Best	Best	0	$ 1.86	0.49%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 110.00	$ 163.25	$ 294.91	$ 30.92	4.64	$ 297.36	Best	Best	0	$ 2.44	0.83%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 196.00	$ 275.81	$ 471.81	$ -	0.00	$ 471.81	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 168.00	$ 295.07	$ 510.23	$ 68.22	10.23	$ 515.62	Best	Best	0	$ 5.39	1.06%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 216.00	$ 340.70	$ 556.49	$ -	0.00	$ 556.49	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 266.80	$ 281.89	$ 548.69	$ -	0.00	$ 548.69	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 102.00	$ 150.07	$ 271.64	$ 27.89	4.18	$ 273.84	Best	Best	0	$ 2.20	0.81%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 4,039.33	$ 158.18	$ 4,198.99	$ 2.13	0.32	$ 4,199.16	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 200.00	$ 315.35	$ 537.85	$ -	0.00	$ 537.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 219.33	$ 375.18	$ 650.27	$ 80.27	12.04	$ 656.62	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 212.67	$ 339.69	$ 585.46	$ 15.35	2.30	$ 586.67	Best	Best	0	$ 1.21	0.21%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 217.33	$ 359.97	$ 599.80	$ -	0.00	$ 599.80	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 257.33	$ 440.08	$ 765.17	$ 97.63	14.64	$ 772.89	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 29.67	$ 52.17	15%	$ 0.02	1.00	$ 4.45	$ 2.62	$ 261.33	$ 405.60	$ 712.04	$ 32.71	4.91	$ 714.62	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 252.00	$ 385.32	$ 659.82	$ -	0.00	$ 659.82	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 24.59	$ 24.59	15%	$ 0.02	1.00	$ 3.69	$ 2.49	$ 103.33	$ 164.27	$ 286.01	$ 27.11	4.07	$ 288.16	Best	Best	0	$ 2.14	0.75%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 147.33	$ 209.90	$ 357.23	$ -	0.00	$ 357

Value of Time $/h = 50

Class 5H Vehicles Paying with a NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 50.00	Impacts on Drivers						
																								Cost/mile	$ 1.01	Value of Time $/h = 50						
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 319.17	$ 355.91	$ 699.46	$ 13.16	1.97	$ 700.50	Best	Best	0	$ 1.04	0.15%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 280.83	$ 373.15	$ 700.84	$ 45.37	6.81	$ 704.42	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 316.67	$ 396.47	$ 737.52	$ 13.16	1.97	$ 738.56	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 313.33	$ 412.70	$ 750.41	$ 13.16	1.97	$ 751.45	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 391.96	$ 332.59	$ 728.05	$ -	0.00	$ 728.05	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 472.46	$ 369.10	$ 845.05	$ -	0.00	$ 845.05	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 342.50	$ 443.12	$ 806.32	$ -	0.00	$ 806.32	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 353.57	$ 341.72	$ 719.67	$ 13.16	1.97	$ 720.71	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 306.67	$ 399.52	$ 730.56	$ 13.16	1.97	$ 731.60	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 257.50	$ 351.86	$ 657.34	$ 46.99	7.05	$ 661.05	-	-	0	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 350.75	$ 295.07	$ 649.32	$ -	0.00	$ 649.32	Best	Best	0	$ -	0.00%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 386.21	$ 328.54	$ 718.24	$ -	0.00	$ 718.24	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 465.75	$ 353.89	$ 823.14	$ -	0.00	$ 823.14	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 330.83	$ 441.09	$ 833.64	$ 66.88	10.03	$ 838.93	Best	Best	0	$ 5.29	0.63%						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 376.67	$ 504.97	$ 917.76	$ 30.19	4.53	$ 920.15	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 394.17	$ 525.25	$ 916.66	$ 13.16	1.97	$ 944.84	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 556.79	$ 444.13	$ 1,004.42	$ -	0.00	$ 1,004.42	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 462.88	$ 389.38	$ 852.25	$ -	0.00	$ 852.25	-	-	0	-	-						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 419.17	$ 551.62	$ 991.48	$ -	0.00	$ 991.48	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 368.33	$ 496.86	$ 936.94	$ 81.39	12.21	$ 943.37	Best	Best	0	$ 6.43	0.69%						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 438.33	$ 548.57	$ 1,011.29	$ 13.16	1.97	$ 1,012.33	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 541.46	$ 447.17	$ 988.63	$ -	0.00	$ 988.63	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 465.00	$ 577.98	$ 1,063.68	$ -	0.00	$ 1,063.68	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 475.00	$ 592.18	$ 1,087.88	$ -	0.00	$ 1,087.88	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 442.50	$ 594.20	$ 1,111.89	$ 85.84	12.88	$ 1,118.67	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 492.50	$ 625.64	$ 1,171.45	$ 34.45	5.17	$ 1,174.17	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 502.50	$ 642.88	$ 1,201.75	$ 13.16	1.97	$ 1,202.79	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 471.67	$ 617.53	$ 1,092.69	$ -	0.00	$ 1,092.69	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 541.67	$ 678.37	$ 1,272.73	$ -	0.00	$ 1,272.73	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 243.30	$ 235.25	$ 493.73	$ 13.16	1.97	$ 494.77	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 190.83	$ 253.50	$ 481.99	$ 45.37	6.81	$ 485.57	Best	Best	0	$ 3.59	0.74%						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 235.00	$ 280.88	$ 531.06	$ 13.16	1.97	$ 532.10	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 225.83	$ 288.99	$ 530.00	$ 13.16	1.97	$ 531.04	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 310.50	$ 245.39	$ 555.89	$ -	0.00	$ 555.89	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 320.08	$ 241.33	$ 561.42	$ -	0.00	$ 561.42	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 291.33	$ 239.30	$ 530.64	$ -	0.00	$ 530.64	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 261.67	$ 330.56	$ 607.48	$ -	0.00	$ 607.48	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 235.42	$ 221.05	$ 471.65	$ 13.16	1.97	$ 472.69	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 175.83	$ 232.21	$ 446.82	$ 46.99	7.05	$ 450.53	Best	Best	0	$ 3.71	0.83%						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 230.00	$ 283.92	$ 529.10	$ 13.16	1.97	$ 530.14	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 220.83	$ 292.03	$ 528.04	$ 13.16	1.97	$ 529.08	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 302.83	$ 231.19	$ 534.03	$ -	0.00	$ 534.03	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 312.42	$ 227.14	$ 539.55	$ -	0.00	$ 539.55	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 335.42	$ 288.99	$ 624.41	$ -	0.00	$ 624.41	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 256.67	$ 333.61	$ 605.52	$ -	0.00	$ 605.52	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 360.70	$ 323.47	$ 699.35	$ 13.16	1.97	$ 700.39	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 241.67	$ 319.41	$ 611.60	$ 64.02	9.60	$ 616.66	Best	Best	0	$ 5.06	0.83%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 303.33	$ 400.53	$ 719.04	$ 13.16	1.97	$ 720.08	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 285.83	$ 379.24	$ 690.83	$ 28.51	4.28	$ 693.08	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 416.88	$ 322.45	$ 739.33	$ -	0.00	$ 739.33	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 425.50	$ 319.41	$ 744.91	$ -	0.00	$ 744.91	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 335.83	$ 438.05	$ 789.13	$ -	0.00	$ 789.13	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 352.77	$ 374.17	$ 765.88	$ 47.55	7.13	$ 769.64	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 281.67	$ 376.19	$ 720.41	$ 81.39	12.21	$ 726.84	Best	Best	0	$ 6.43	0.89%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 333.33	$ 429.94	$ 805.93	$ 47.55	7.13	$ 809.69	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 408.33	$ 430.95	$ 845.28	$ -	0.00	$ 845.28	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 522.29	$ 382.28	$ 904.57	$ -	0.00	$ 904.57	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 498.33	$ 377.21	$ 875.54	$ -	0.00	$ 875.54	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 375.00	$ 464.41	$ 854.66	$ -	0.00	$ 854.66	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 365.83	$ 477.59	$ 909.41	$ 85.84	12.88	$ 916.19	Best	Best	0	$ 6.78	0.75%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 405.83	$ 501.93	$ 951.87	$ 34.45	5.17	$ 954.59	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 403.33	$ 497.87	$ 947.99	$ 46.99	7.05	$ 951.70	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 573.08	$ 480.64	$ 1,085.72	$ -	0.00	$ 1,085.72	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 409.17	$ 524.24	$ 984.02	$ 17.62	2.64	$ 985.41	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 442.50	$ 561.76	$ 1,060.94	$ 4.45	0.67	$ 1,061.29	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 150.00	$ 180.49	$ 384.48	$ 30.92	4.64	$ 386.93	Best	Best	0	$ 2.44	0.64%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 284.63	$ 180.49	$ 500.88	$ 4.45	0.67	$ 501.23	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 149.17	$ 185.56	$ 406.65	$ 54.18	8.13	$ 410.94	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 244.38	$ 189.62	$ 488.03	$ 8.38	1.26	$ 488.70	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 153.33	$ 180.49	$ 487.82	$ 30.92	4.64	$ 490.26	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 277.92	$ 181.51	$ 542.59	$ 79.63	11.94	$ 559.44	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 148.33	$ 185.56	$ 435.29	$ 106.09	15.91	$ 454.23	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 152.50	$ 190.63	$ 406.98	$ 23.53	3.53	$ 408.83	Best	Best	0	$ 1.86	0.46%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 137.50	$ 163.25	$ 322.41	$ 30.92	4.64	$ 324.86	Best	Best	0	$ 2.44	0.76%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 245.00	$ 275.81	$ 520.81	$ -	0.00	$ 520.81	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 210.00	$ 295.07	$ 552.23	$ 68.22	10.23	$ 557.62	Best	Best	0	$ 5.39	0.98%						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 270.00	$ 340.70	$ 610.49	$ -	0.00	$ 610.49	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 333.50	$ 281.89	$ 615.39	$ -	0.00	$ 615.39	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 127.50	$ 150.07	$ 297.14	$ 27.89	4.18	$ 299.34	Best	Best	0	$ 2.20	0.74%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 5,049.17	$ 158.18	$ 5,208.82	$ 2.13	0.32	$ 5,208.99	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 250.00	$ 315.35	$ 587.85	$ -	0.00	$ 587.85	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 274.17	$ 375.18	$ 705.11	$ 80.27	12.04	$ 711.45	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 265.83	$ 339.69	$ 638.63	$ 15.35	2.30	$ 639.84	Best	Best	0	$ 1.21	0.19%						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 271.67	$ 359.97	$ 654.14	$ -	0.00	$ 654.14	-	-	0	-	-						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 321.67	$ 440.08	$ 829.50	$ 97.63	14.64	$ 837.22	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90

Value of Time $/h = 65

Class 5H Vehicles Paying with a NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors											Cost/h VOT = >>	$ 65.00	Impacts on Drivers					
																							Cost/mile	$ 1.01	Value of Time $/h = 65					
Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 414.92	$ 355.91	$ 795.21	$ 13.16	1.97	$ 796.25	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 365.08	$ 373.15	$ 785.09	$ 45.37	6.81	$ 788.67	Best	Best	0	$ 3.59	0.46%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 411.67	$ 396.47	$ 832.52	$ 13.16	1.97	$ 833.56	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 407.33	$ 412.70	$ 844.41	$ 13.16	1.97	$ 845.45	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 509.55	$ 332.59	$ 845.64	$ -	0.00	$ 845.64	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 614.20	$ 369.10	$ 986.79	$ -	0.00	$ 986.79	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 445.25	$ 443.12	$ 909.07	$ -	0.00	$ 909.07	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 459.64	$ 341.72	$ 825.74	$ 13.16	1.97	$ 826.78	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 398.67	$ 399.52	$ 822.56	$ 13.16	1.97	$ 823.60	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 334.75	$ 351.86	$ 734.59	$ 46.99	7.05	$ 738.30	Best	Best	0	$ 3.71	0.51%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 455.98	$ 295.07	$ 754.55	$ -	0.00	$ 754.55	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 502.07	$ 328.54	$ 834.11	$ -	0.00	$ 834.11	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 605.48	$ 353.89	$ 962.86	$ -	0.00	$ 962.86	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 430.08	$ 441.09	$ 932.89	$ 66.88	10.03	$ 938.18	Best	Best	0	$ 5.29	0.57%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 489.67	$ 504.97	$ 1,030.76	$ 30.19	4.53	$ 1,033.15	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 512.42	$ 525.25	$ 1,034.91	$ 13.16	1.97	$ 1,063.09	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 723.83	$ 444.13	$ 1,171.46	$ -	0.00	$ 1,171.46	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 601.74	$ 389.38	$ 991.11	$ -	0.00	$ 991.11	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 544.92	$ 551.62	$ 1,117.23	$ -	0.00	$ 1,117.23	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 478.83	$ 496.86	$ 1,047.44	$ 81.39	12.21	$ 1,053.87	Best	Best	0	$ 6.43	0.61%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 569.83	$ 548.57	$ 1,142.79	$ 13.16	1.97	$ 1,143.83	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 703.90	$ 447.17	$ 1,151.07	$ -	0.00	$ 1,151.07	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 604.50	$ 577.98	$ 1,203.18	$ -	0.00	$ 1,203.18	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 617.50	$ 592.18	$ 1,230.38	$ -	0.00	$ 1,230.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 575.25	$ 594.20	$ 1,244.64	$ 85.84	12.88	$ 1,251.42	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 640.25	$ 625.64	$ 1,319.20	$ 34.45	5.17	$ 1,321.92	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 653.25	$ 642.88	$ 1,352.50	$ 13.16	1.97	$ 1,353.54	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 613.17	$ 617.53	$ 1,234.19	$ -	0.00	$ 1,234.19	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 704.17	$ 678.37	$ 1,435.23	$ -	0.00	$ 1,435.23	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 316.30	$ 235.25	$ 566.72	$ 13.16	1.97	$ 567.76	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 248.08	$ 253.50	$ 539.24	$ 45.37	6.81	$ 542.82	Best	Best	0	$ 3.59	0.66%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 305.50	$ 280.88	$ 601.56	$ 13.16	1.97	$ 602.60	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 293.58	$ 288.99	$ 597.75	$ 13.16	1.97	$ 598.79	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 403.65	$ 245.39	$ 649.04	$ -	0.00	$ 649.04	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 416.11	$ 241.33	$ 657.44	$ -	0.00	$ 657.44	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 378.73	$ 239.30	$ 618.04	$ -	0.00	$ 618.04	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 340.17	$ 330.56	$ 685.98	$ -	0.00	$ 685.98	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 306.05	$ 221.05	$ 542.28	$ 13.16	1.97	$ 543.32	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 228.58	$ 232.21	$ 499.57	$ 46.99	7.05	$ 503.28	Best	Best	0	$ 3.71	0.74%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 299.00	$ 283.92	$ 598.10	$ 13.16	1.97	$ 599.14	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 287.08	$ 292.03	$ 594.29	$ 13.16	1.97	$ 595.33	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 393.68	$ 231.19	$ 624.88	$ -	0.00	$ 624.88	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 406.14	$ 227.14	$ 633.28	$ -	0.00	$ 633.28	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 436.04	$ 288.99	$ 725.03	$ -	0.00	$ 725.03	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 333.67	$ 333.61	$ 682.52	$ -	0.00	$ 682.52	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 468.91	$ 323.47	$ 807.56	$ 13.16	1.97	$ 808.60	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 314.17	$ 319.41	$ 684.10	$ 64.02	9.60	$ 689.16	Best	Best	0	$ 5.06	0.74%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 394.33	$ 400.53	$ 810.04	$ 13.16	1.97	$ 811.08	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 371.58	$ 379.24	$ 776.58	$ 28.51	4.28	$ 778.83	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 541.94	$ 322.45	$ 864.39	$ -	0.00	$ 864.39	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 553.15	$ 319.41	$ 872.56	$ -	0.00	$ 872.56	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 436.58	$ 438.05	$ 889.88	$ -	0.00	$ 889.88	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 458.60	$ 374.17	$ 871.71	$ 47.55	7.13	$ 875.47	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 366.17	$ 376.19	$ 804.91	$ 81.39	12.21	$ 811.34	Best	Best	0	$ 6.43	0.80%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 433.33	$ 429.94	$ 905.93	$ 47.55	7.13	$ 909.69	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 530.83	$ 430.95	$ 967.78	$ -	0.00	$ 967.78	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 678.98	$ 382.28	$ 1,061.26	$ -	0.00	$ 1,061.26	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 647.83	$ 377.21	$ 1,025.04	$ -	0.00	$ 1,025.04	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 487.50	$ 464.41	$ 967.16	$ -	0.00	$ 967.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 475.58	$ 477.59	$ 1,019.16	$ 85.84	12.88	$ 1,025.94	Best	Best	0	$ 6.78	0.67%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 527.58	$ 501.93	$ 1,073.62	$ 34.45	5.17	$ 1,076.34	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 524.33	$ 497.87	$ 1,068.99	$ 46.99	7.05	$ 1,072.70	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 745.01	$ 480.64	$ 1,257.64	$ -	0.00	$ 1,257.64	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 531.92	$ 524.24	$ 1,106.77	$ 17.62	2.64	$ 1,108.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 575.25	$ 561.76	$ 1,193.69	$ 4.45	0.67	$ 1,194.04	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 195.00	$ 180.49	$ 429.48	$ 30.92	4.64	$ 431.93	Best	Best	0	$ 2.44	0.57%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 370.01	$ 180.49	$ 586.27	$ 4.45	0.67	$ 586.62	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 193.92	$ 185.56	$ 451.40	$ 54.18	8.13	$ 455.69	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 317.69	$ 189.62	$ 561.35	$ 8.38	1.26	$ 562.01	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 199.33	$ 180.49	$ 533.82	$ 30.92	4.64	$ 536.26	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 361.29	$ 181.51	$ 625.97	$ 79.63	11.94	$ 642.81	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 192.83	$ 185.56	$ 479.79	$ 106.09	15.91	$ 498.73	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 198.25	$ 190.63	$ 452.73	$ 23.53	3.53	$ 454.58	Best	Best	0	$ 1.86	0.41%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 178.75	$ 163.25	$ 363.66	$ 30.92	4.64	$ 366.11	Best	Best	0	$ 2.44	0.67%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 318.50	$ 275.81	$ 594.31	$ -	0.00	$ 594.31	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 273.00	$ 295.07	$ 615.23	$ 68.22	10.23	$ 620.62	Best	Best	0	$ 5.39	0.88%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 351.00	$ 340.70	$ 691.49	$ -	0.00	$ 691.49	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 433.55	$ 281.89	$ 715.44	$ -	0.00	$ 715.44	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 165.75	$ 150.07	$ 335.39	$ 27.89	4.18	$ 337.59	Best	Best	0	$ 2.20	0.66%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 6,563.92	$ 158.18	$ 6,723.57	$ 2.13	0.32	$ 6,723.74	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 325.00	$ 315.35	$ 662.85	$ -	0.00	$ 662.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 356.42	$ 375.18	$ 787.36	$ 80.27	12.04	$ 793.70	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 345.58	$ 339.69	$ 718.38	$ 15.35	2.30	$ 719.59	Best	Best	0	$ 1.21	0.17%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 353.17	$ 359.97	$ 735.64	$ -	0.00	$ 735.64	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 418.17	$ 440.08	$ 926.00	$ 97.63	14.64	$ 933.72	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 29.67	$ 52.17	15%	$ 0.02	1.00	$ 4.45	$ 2.62	$ 424.67	$ 405.60	$ 875.37	$ 32.71	4.91	$ 877.96	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 409.50	$ 385.32	$ 817.32	$ -	0.00	$ 817.32	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 24.59	$ 24.59	15%	$ 0.02	1.00	$ 3.69	$ 2.49	$ 167.92	$ 164.27	$ 350.60	$ 27.11	4.07	$ 352.74	Best	Best	0	$ 2.14	0.61%
Rochester

Value of Time $/h = 75

Class 5H Vehicles Paying with a NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors													Cost/h VOT = >>	$ 75.00	Impacts on Drivers					
																									Cost/mile	$ 1.01	Value of Time $/h = 75					
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 478.75	$ 355.91	$ 859.04	$ 13.16	1.97	$ 860.08	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 421.25	$ 373.15	$ 841.26	$ 45.37	6.81	$ 844.84	Best	Best	0	$ 3.59	0.43%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 475.00	$ 396.47	$ 895.85	$ 13.16	1.97	$ 896.89	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 470.00	$ 412.70	$ 907.08	$ 13.16	1.97	$ 908.12	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 587.94	$ 332.59	$ 924.03	$ -	0.00	$ 924.03	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 708.69	$ 369.10	$ 1,081.28	$ -	0.00	$ 1,081.28	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 513.75	$ 443.12	$ 977.57	$ -	0.00	$ 977.57	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 530.35	$ 341.72	$ 896.45	$ 13.16	1.97	$ 897.49	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 460.00	$ 399.52	$ 883.89	$ 13.16	1.97	$ 884.93	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 386.25	$ 351.86	$ 786.09	$ 46.99	7.05	$ 789.80	Best	Best	0	$ 3.71	0.47%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 526.13	$ 295.07	$ 824.70	$ -	0.00	$ 824.70	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 579.31	$ 328.54	$ 911.35	$ -	0.00	$ 911.35	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 698.63	$ 353.89	$ 1,056.01	$ -	0.00	$ 1,056.01	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 496.25	$ 441.09	$ 999.06	$ 66.88	10.03	$ 1,004.35	Best	Best	0	$ 5.29	0.53%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 565.00	$ 504.97	$ 1,106.10	$ 30.19	4.53	$ 1,108.48	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 591.25	$ 525.25	$ 1,113.74	$ 13.16	1.97	$ 1,141.92	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 835.19	$ 444.13	$ 1,282.82	$ -	0.00	$ 1,282.82	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 694.31	$ 389.38	$ 1,083.69	$ -	0.00	$ 1,083.69	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 628.75	$ 551.62	$ 1,201.07	$ -	0.00	$ 1,201.07	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 552.50	$ 496.86	$ 1,121.11	$ 81.39	12.21	$ 1,127.54	Best	Best	0	$ 6.43	0.57%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 657.50	$ 548.57	$ 1,230.45	$ 13.16	1.97	$ 1,231.49	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 812.19	$ 447.17	$ 1,259.36	$ -	0.00	$ 1,259.36	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 697.50	$ 577.98	$ 1,296.18	$ -	0.00	$ 1,296.18	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 712.50	$ 592.18	$ 1,325.38	$ -	0.00	$ 1,325.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 663.75	$ 594.20	$ 1,333.14	$ 85.84	12.88	$ 1,339.92	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 738.75	$ 625.64	$ 1,417.70	$ 34.45	5.17	$ 1,420.42	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 753.75	$ 642.88	$ 1,453.00	$ 13.16	1.97	$ 1,454.04	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 707.50	$ 617.53	$ 1,328.53	$ -	0.00	$ 1,328.53	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 812.50	$ 678.37	$ 1,543.57	$ -	0.00	$ 1,543.57	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 364.96	$ 235.25	$ 615.38	$ 13.16	1.97	$ 616.42	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 286.25	$ 253.50	$ 577.40	$ 45.37	6.81	$ 580.99	Best	Best	0	$ 3.59	0.62%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 352.50	$ 280.88	$ 648.56	$ 13.16	1.97	$ 649.60	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 338.75	$ 288.99	$ 642.92	$ 13.16	1.97	$ 643.96	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 465.75	$ 245.39	$ 711.14	$ -	0.00	$ 711.14	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 480.13	$ 241.33	$ 721.46	$ -	0.00	$ 721.46	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 437.00	$ 239.30	$ 676.30	$ -	0.00	$ 676.30	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 392.50	$ 330.56	$ 738.31	$ -	0.00	$ 738.31	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 353.13	$ 221.05	$ 589.36	$ 13.16	1.97	$ 590.40	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 263.75	$ 232.21	$ 534.74	$ 46.99	7.05	$ 538.45	Best	Best	0	$ 3.71	0.69%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 345.00	$ 283.92	$ 644.10	$ 13.16	1.97	$ 645.14	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 331.25	$ 292.03	$ 638.46	$ 13.16	1.97	$ 639.50	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 454.25	$ 231.19	$ 685.44	$ -	0.00	$ 685.44	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 468.63	$ 227.14	$ 695.76	$ -	0.00	$ 695.76	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 503.13	$ 288.99	$ 792.12	$ -	0.00	$ 792.12	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 385.00	$ 333.61	$ 733.86	$ -	0.00	$ 733.86	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 541.05	$ 323.47	$ 879.70	$ 13.16	1.97	$ 880.74	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 362.50	$ 319.41	$ 732.44	$ 64.02	9.60	$ 737.50	Best	Best	0	$ 5.06	0.69%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 455.00	$ 400.53	$ 870.71	$ 13.16	1.97	$ 871.75	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 428.75	$ 379.24	$ 833.75	$ 28.51	4.28	$ 836.00	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 625.31	$ 322.45	$ 947.76	$ -	0.00	$ 947.76	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 638.25	$ 319.41	$ 957.66	$ -	0.00	$ 957.66	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 503.75	$ 438.05	$ 957.05	$ -	0.00	$ 957.05	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 529.16	$ 374.17	$ 942.27	$ 47.55	7.13	$ 946.03	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 422.50	$ 376.19	$ 861.24	$ 81.39	12.21	$ 867.67	Best	Best	0	$ 6.43	0.75%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 500.00	$ 429.94	$ 972.60	$ 47.55	7.13	$ 976.36	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 612.50	$ 430.95	$ 1,049.45	$ -	0.00	$ 1,049.45	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 783.44	$ 382.28	$ 1,165.72	$ -	0.00	$ 1,165.72	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 747.50	$ 377.21	$ 1,124.71	$ -	0.00	$ 1,124.71	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 562.50	$ 464.41	$ 1,042.16	$ -	0.00	$ 1,042.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 548.75	$ 477.59	$ 1,092.33	$ 85.84	12.88	$ 1,099.11	Best	Best	0	$ 6.78	0.62%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 608.75	$ 501.93	$ 1,154.79	$ 34.45	5.17	$ 1,157.51	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 605.00	$ 497.87	$ 1,149.65	$ 46.99	7.05	$ 1,153.37	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 859.63	$ 480.64	$ 1,372.26	$ -	0.00	$ 1,372.26	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 613.75	$ 524.24	$ 1,188.60	$ 17.62	2.64	$ 1,189.99	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 663.75	$ 561.76	$ 1,282.19	$ 4.45	0.67	$ 1,282.54	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 225.00	$ 180.49	$ 459.48	$ 30.92	4.64	$ 461.93	Best	Best	0	$ 2.44	0.53%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 426.94	$ 180.49	$ 643.19	$ 4.45	0.67	$ 643.55	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 223.75	$ 185.56	$ 481.24	$ 54.18	8.13	$ 485.52	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 366.56	$ 189.62	$ 610.22	$ 8.38	1.26	$ 610.88	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 230.00	$ 180.49	$ 564.48	$ 30.92	4.64	$ 566.93	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 416.88	$ 181.51	$ 681.55	$ 79.63	11.94	$ 698.39	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 222.50	$ 185.56	$ 509.46	$ 106.09	15.91	$ 528.39	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 228.75	$ 190.63	$ 483.23	$ 23.53	3.53	$ 485.08	Best	Best	0	$ 1.86	0.38%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 206.25	$ 163.25	$ 391.16	$ 30.92	4.64	$ 393.61	Best	Best	0	$ 2.44	0.62%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 367.50	$ 275.81	$ 643.31	$ -	0.00	$ 643.31	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 315.00	$ 295.07	$ 657.23	$ 68.22	10.23	$ 662.62	Best	Best	0	$ 5.39	0.82%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 405.00	$ 340.70	$ 745.49	$ -	0.00	$ 745.49	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 500.25	$ 281.89	$ 782.14	$ -	0.00	$ 782.14	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 191.25	$ 150.07	$ 360.89	$ 27.89	4.18	$ 363.09	Best	Best	0	$ 2.20	0.61%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 7,573.75	$ 158.18	$ 7,733.41	$ 2.13	0.32	$ 7,733.57	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 375.00	$ 315.35	$ 712.85	$ -	0.00	$ 712.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 411.25	$ 375.18	$ 842.19	$ 80.27	12.04	$ 848.53	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 398.75	$ 339.69	$ 771.54	$ 15.35	2.30	$ 772.76	Best	Best	0	$ 1.21	0.16%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 407.50	$ 359.97	$ 789.97	$ -	0.00	$ 789.97	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 482.50	$ 440.08	$ 990.34	$ 97.63	14.64	$ 998.05	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 29.67	$ 52.17	15%	$ 0.02	1.00	$ 4.45	$ 2.62	$ 490.00	$ 405.60	$ 940.70	$ 32.71	4.91	$ 943.29	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 472.50	$ 385.32	$ 880.32	$ -	0.00	$ 880.32	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 24.59	$ 24.59	15%	$ 0.02	1.00	$ 3.69	$ 2.49	$ 193.75	$ 164.27

Value of Time $/h = 85

Class 5H Vehicles Paying with a NY E-ZPass

Cost/h	VOT = >>	$ 85.00
Cost/mile		$ 1.01

Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	Additional Route Detail: NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	Toll Rates: NYSTA Toll (Total)	Toll Rates: Total Trip Toll	Impact Factors: Volume Discount	Impact Factors: Tax Credit/mile	Impact Factors: Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Impacts on Drivers: Best (Base)	Best (New)	Route Changes	Value of Time $/h = 85: Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 542.58	$ 355.91	$ 922.88	$ 13.16	1.97	$ 923.92	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 41.15	$ 56.35	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 477.42	$ 373.15	$ 897.42	$ 45.37	6.81	$ 901.01	Best	Best	0	$ 3.59	0.40%
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 538.33	$ 396.47	$ 959.19	$ 13.16	1.97	$ 960.23	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 532.67	$ 412.70	$ 969.74	$ 13.16	1.97	$ 970.78	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 666.33	$ 332.59	$ 1,002.42	$ -	0.00	$ 1,002.42	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 803.18	$ 369.10	$ 1,175.78	$ -	0.00	$ 1,175.78	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 582.25	$ 443.12	$ 1,046.07	$ -	0.00	$ 1,046.07	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 601.07	$ 341.72	$ 967.16	$ 13.16	1.97	$ 968.20	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 521.33	$ 399.52	$ 945.23	$ 13.16	1.97	$ 946.27	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 42.63	$ 57.83	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 437.75	$ 351.86	$ 837.59	$ 46.99	7.05	$ 841.30	Best	Best	0	$ 3.71	0.44%
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 596.28	$ 295.07	$ 894.85	$ -	0.00	$ 894.85	-	-	0	-	-
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 656.55	$ 328.54	$ 988.59	$ -	0.00	$ 988.59	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 791.78	$ 353.89	$ 1,149.16	$ -	0.00	$ 1,149.16	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 60.66	$ 75.86	15%	$ 0.02	1.00	$ 9.10	$ 5.04	$ 562.42	$ 441.09	$ 1,065.23	$ 66.88	10.03	$ 1,070.51	Best	Best	0	$ 5.29	0.50%
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 27.38	$ 42.58	15%	$ 0.02	1.00	$ 4.11	$ 2.35	$ 640.33	$ 504.97	$ 1,181.43	$ 30.19	4.53	$ 1,183.82	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94		15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 670.08	$ 525.25	$ 1,192.57	$ 13.16	1.97	$ 1,220.75	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	15%	$ 0.02	1.15	$ -	$ -	$ 946.55	$ 444.13	$ 1,394.18	$ -	0.00	$ 1,394.18	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		15%	$ 0.02	1.15	$ -	$ -	$ 786.89	$ 389.38	$ 1,176.26	$ -	0.00	$ 1,176.26	-	-	0	-	-
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 712.58	$ 551.62	$ 1,284.90	$ -	0.00	$ 1,284.90	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 73.82	$ 89.02	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 626.17	$ 496.86	$ 1,194.77	$ 81.39	12.21	$ 1,201.21	Best	Best	0	$ 6.43	0.54%
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 27.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 745.17	$ 548.57	$ 1,318.12	$ 13.16	1.97	$ 1,319.16	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 920.48	$ 447.17	$ 1,367.65	$ -	0.00	$ 1,367.65	-	-	0	-	-
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 790.50	$ 577.98	$ 1,389.18	$ -	0.00	$ 1,389.18	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.70	15%	$ 0.02	1.00	$ -	$ -	$ 807.50	$ 592.18	$ 1,420.38	$ -	0.00	$ 1,420.38	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 77.86	$ 93.06	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 752.25	$ 594.20	$ 1,421.64	$ 85.84	12.88	$ 1,428.42	Best	-	1	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 31.25	$ 60.45	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 837.25	$ 625.64	$ 1,516.20	$ 34.45	5.17	$ 1,518.92	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 11.94	$ 59.14	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 854.25	$ 642.88	$ 1,553.50	$ 13.16	1.97	$ 1,554.54	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	15%	$ 0.02	1.00	$ -	$ -	$ 801.83	$ 617.53	$ 1,422.86	$ -	0.00	$ 1,422.86	-	Best	1	$ 1.22	0.09%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.70	15%	$ 0.02	1.00	$ -	$ -	$ 920.83	$ 678.37	$ 1,651.90	$ -	0.00	$ 1,651.90	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 413.62	$ 235.25	$ 664.04	$ 13.16	1.97	$ 665.08	-	-	0	-	-
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 41.15	$ 47.15	15%	$ 0.02	1.00	$ 6.17	$ 3.33	$ 324.42	$ 253.50	$ 615.57	$ 45.37	6.81	$ 619.16	Best	Best	0	$ 3.59	0.58%
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 399.50	$ 280.88	$ 695.56	$ 13.16	1.97	$ 696.60	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 383.92	$ 288.99	$ 688.09	$ 13.16	1.97	$ 689.13	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 527.85	$ 245.39	$ 773.24	$ -	0.00	$ 773.24	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 544.14	$ 241.33	$ 785.47	$ -	0.00	$ 785.47	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 495.27	$ 239.30	$ 734.57	$ -	0.00	$ 734.57	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 444.83	$ 330.56	$ 790.65	$ -	0.00	$ 790.65	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 400.22	$ 221.05	$ 636.45	$ 13.16	1.97	$ 637.49	-	-	0	-	-
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 42.63	$ 48.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 298.92	$ 232.21	$ 569.90	$ 46.99	7.05	$ 573.62	Best	Best	0	$ 3.71	0.65%
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 391.00	$ 283.92	$ 690.10	$ 13.16	1.97	$ 691.14	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 375.42	$ 292.03	$ 682.63	$ 13.16	1.97	$ 683.67	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 514.82	$ 231.19	$ 746.01	$ -	0.00	$ 746.01	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 531.11	$ 227.14	$ 758.24	$ -	0.00	$ 758.24	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 570.21	$ 288.99	$ 859.20	$ -	0.00	$ 859.20	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 436.33	$ 333.61	$ 785.19	$ -	0.00	$ 785.19	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.15	$ 1.79	$ 0.97	$ 613.19	$ 323.47	$ 951.84	$ 13.16	1.97	$ 952.88	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 58.07	$ 64.07	15%	$ 0.02	1.00	$ 8.71	$ 4.83	$ 410.83	$ 319.41	$ 780.77	$ 64.02	9.60	$ 785.83	Best	Best	0	$ 5.06	0.65%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 11.94	$ 17.94	15%	$ 0.02	1.00	$ 1.79	$ 0.97	$ 515.67	$ 400.53	$ 931.38	$ 13.16	1.97	$ 932.42	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 25.86	$ 31.86	15%	$ 0.02	1.00	$ 3.88	$ 2.22	$ 485.92	$ 379.24	$ 890.91	$ 28.51	4.28	$ 893.17	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 708.69	$ 322.45	$ 1,031.14	$ -	0.00	$ 1,031.14	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 723.35	$ 319.41	$ 1,042.76	$ -	0.00	$ 1,042.76	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 570.92	$ 438.05	$ 1,024.21	$ -	0.00	$ 1,024.21	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 43.13	$ 49.13	15%	$ 0.02	1.15	$ 6.47	$ 3.72	$ 599.71	$ 374.17	$ 1,012.82	$ 47.55	7.13	$ 1,016.58	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 73.82	$ 79.82	15%	$ 0.02	1.00	$ 11.07	$ 6.20	$ 478.83	$ 376.19	$ 917.57	$ 81.39	12.21	$ 924.01	Best	Best	0	$ 6.43	0.70%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 43.13	$ 49.13	15%	$ 0.02	1.00	$ 6.47	$ -	$ 566.67	$ 429.94	$ 1,039.27	$ 47.55	7.13	$ 1,043.02	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	15%	$ 0.02	1.00	$ -	$ -	$ 694.17	$ 430.95	$ 1,131.12	$ -	0.00	$ 1,131.12	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 887.90	$ 382.28	$ 1,270.17	$ -	0.00	$ 1,270.17	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 847.17	$ 377.21	$ 1,224.37	$ -	0.00	$ 1,224.37	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	15%	$ 0.02	1.00	$ -	$ -	$ 637.50	$ 464.41	$ 1,117.16	$ -	0.00	$ 1,117.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 77.86	$ 83.86	15%	$ 0.02	1.00	$ 11.68	$ 6.20	$ 621.92	$ 477.59	$ 1,165.49	$ 85.84	12.88	$ 1,172.28	Best	Best	0	$ 6.78	0.58%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 31.25	$ 51.25	15%	$ 0.02	1.00	$ 4.69	$ 2.45	$ 689.92	$ 501.93	$ 1,235.96	$ 34.45	5.17	$ 1,238.68	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 42.63	$ 56.63	15%	$ 0.02	1.00	$ 6.39	$ 3.45	$ 685.67	$ 497.87	$ 1,230.32	$ 46.99	7.05	$ 1,234.03	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	15%	$ 0.02	1.15	$ -	$ -	$ 974.24	$ 480.64	$ 1,486.88	$ -	0.00	$ 1,486.88	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.98	$ 53.98	15%	$ 0.02	1.00	$ 2.40	$ 0.97	$ 695.58	$ 524.24	$ 1,270.43	$ 17.62	2.64	$ 1,271.83	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.04	$ 57.29	15%	$ 0.02	1.00	$ 0.61	$ -	$ 752.25	$ 561.76	$ 1,370.69	$ 4.45	0.67	$ 1,371.04	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 28.04	$ 60.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 255.00	$ 180.49	$ 489.48	$ 30.92	4.64	$ 491.93	Best	Best	0	$ 2.44	0.50%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.04	$ 36.37	15%	$ 0.02	1.15	$ 0.61	$ -	$ 483.86	$ 180.49	$ 700.12	$ 4.45	0.67	$ 700.47	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 49.14	$ 81.47	15%	$ 0.02	1.00	$ 7.37	$ 2.18	$ 253.58	$ 185.56	$ 511.07	$ 54.18	8.13	$ 515.35	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 7.60	$ 55.18	15%	$ 0.02	1.15	$ 1.14	$ -	$ 415.44	$ 189.62	$ 659.10	$ 8.38	1.26	$ 659.76	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 28.04	$ 160.37	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 260.67	$ 180.49	$ 595.15	$ 30.92	4.64	$ 597.59	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 59.81	$ 92.14	15%	$ 0.02	1.15	$ 8.97	$ -	$ 472.46	$ 181.51	$ 737.14	$ 79.63	11.94	$ 753.98	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 83.82	$ 116.15	15%	$ 0.02	1.00	$ 12.57	$ 2.18	$ 252.17	$ 185.56	$ 539.13	$ 106.09	15.91	$ 558.06	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 21.34	$ 68.92	15%	$ 0.02	1.00	$ 3.20	$ 1.87	$ 259.25	$ 190.63	$ 513.73	$ 23.53	3.53	$ 515.58	Best	Best	0	$ 1.86	0.36%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 28.04	$ 28.04	15%	$ 0.02	1.00	$ 4.21	$ 2.18	$ 233.75	$ 163.25	$ 418.66	$ 30.92	4.64	$ 421.11	Best	Best	0	$ 2.44	0.58%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	15%	$ 0.02	1.00	$ -	$ -	$ 416.50	$ 275.81	$ 692.31	$ -	0.00	$ 692.31	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 61.88	$ 61.88	15%	$ 0.02	1.00	$ 9.28	$ 5.44	$ 357.00	$ 295.07	$ 699.23	$ 68.22	10.23	$ 704.62	Best	Best	0	$ 5.39	0.77%
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	15%	$ 0.02	1.00	$ -	$ 0.21	$ 459.00	$ 340.70	$ 799.49	$ -	0.00	$ 799.49	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	15%	$ 0.02	1.15	$ -	$ -	$ 566.95	$ 281.89	$ 848.84	$ -	0.00	$ 848.84	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 25.30	$ 25.30	15%	$ 0.02	1.00	$ 3.80	$ 1.94	$ 216.75	$ 150.07	$ 386.39	$ 27.89	4.18	$ 388.59	Best	Best	0	$ 2.20	0.57%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 1.93	$ 1.93	15%	$ 0.02	1.00	$ 0.29	$ 0.17	$ 8,583.58	$ 158.18	$ 8,743.24	$ 2.13	0.32	$ 8,743.41	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 425.00	$ 315.35	$ 762.85	$ -	0.00	$ 762.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 72.80	$ 72.80	15%	$ 0.02	1.00	$ 10.92	$ 6.12	$ 466.08	$ 375.18	$ 897.02	$ 80.27	12.04	$ 903.37	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 13.92	$ 36.42	15%	$ 0.02	1.00	$ 2.09	$ 1.23	$ 451.92	$ 339.69	$ 824.71	$ 15.35	2.30	$ 825.92	Best	Best	0	$ 1.21	0.15%
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 461.83	$ 359.97	$ 844.30	$ -	0.00	$ 844.30	-	-	0	-	-
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 88.55	$ 88.55	15%	$ 0.02	1.00	$ 13.28	$ 7.51	$ 546.83	$ 440.08	$ 1,054.67	$ 97.63	14.64	$ 1,062.39	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 29.67	$ 52.17	15%	$ 0.02	1.00	$ 4.45	$ 2.62	$ 555.33	$ 405.60	$ 1,006.04	$ 32.71	4.91	$ 1,008.62	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	15%	$ 0.02	1.00	$ -	$ -	$ 535.50	$ 385.32	$ 943.32	$ -	0.00	$ 943.32	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 24.59	$ 24.59	15%	$ 0.02	1.00	$ 3.69	$ 2.49	$ 219.58	$ 164.27	$ 402.26	$ 27.11	4.07	$ 404.41	Best	Best	0	$ 2.14	0.53%
Rochester

Best Route Choice Analysis Results

Class 5H **Non-NY E-ZPass**

			Impacts on Drivers as a Function of Value of Time																	
			Value of time $/h = 30			Value of time $/h = 40			Value of time $/h = 50			Value of time $/h = 65			Value of time $/h = 75			Value of time $/h = 85		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	Best	1
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1	Best	-	1
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	-	1	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	Best	1	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	-	Best	1	-	Best	1	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	-	-	0	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	Best	Best	0	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	-	-	0	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	-	1	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	Best	1	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	-	-	0	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	Best	1	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	-	1	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	Best	1	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
				Changes	5		Changes	5		Changes	6		Changes	3		Changes	2		Changes	1
				Average Delta			Average Delta			Average Delta			Average Delta			Average Delta			Average Delta	
				$ 12.03	2.87%		$ 15.36	3.18%		$ 19.04	3.45%		$ 25.67	3.94%		$ 27.97	3.98%		$ 28.95	3.85%

Value of Time $/h = 30

Class 5H Vehicles Paying with a Non-NY E-ZPass

Cost/h	VOT = >>	$ 30.00
Cost/mile		$ 1.01

Impacts on Drivers — Value of Time $/h = 30

			Time			Additional Route Detail				Toll Rates		Impact Factors											Impacts on Drivers (Value of Time $/h = 30)				
Origin	Destination	Route	hours	minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 191.50	$ 355.91	$ 575.99	$ 23.06	0.00	$ 585.32	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 168.50	$ 373.15	$ 603.83	$ 79.48	0.00	$ 635.98	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 190.00	$ 396.47	$ 615.05	$ 23.06	0.00	$ 624.38	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 412.70	$ 629.28	$ 23.06	0.00	$ 638.61	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 235.18	$ 332.59	$ 570.92	$ -	0.00	$ 570.92	Best	Best	0	$ -	0.00%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 283.48	$ 369.10	$ 655.72	$ -	0.00	$ 655.72	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 205.50	$ 443.12	$ 668.97	$ -	0.00	$ 668.97	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 212.14	$ 341.72	$ 582.44	$ 23.06	0.00	$ 591.77	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 399.52	$ 612.10	$ 23.06	0.00	$ 621.43	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 154.50	$ 351.86	$ 570.23	$ 82.33	0.00	$ 603.53	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 210.45	$ 295.07	$ 508.67	$ -	0.00	$ 508.67	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 231.73	$ 328.54	$ 563.41	$ -	0.00	$ 563.41	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 279.45	$ 353.89	$ 636.49	$ -	0.00	$ 636.49	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 198.50	$ 441.09	$ 724.20	$ 117.16	0.00	$ 771.60	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 226.00	$ 504.97	$ 777.31	$ 52.89	0.00	$ 798.71	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 236.50	$ 525.25	$ 761.75	$ 23.06	0.00	$ 799.66	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 334.08	$ 444.13	$ 781.36	$ -	0.00	$ 781.36	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 277.73	$ 389.38	$ 667.10	$ -	0.00	$ 667.10	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 251.50	$ 551.62	$ 823.47	$ -	0.00	$ 823.47	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 221.00	$ 496.86	$ 817.60	$ 142.57	0.00	$ 875.28	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 263.00	$ 548.57	$ 840.15	$ 23.06	0.00	$ 849.48	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 324.88	$ 447.17	$ 772.05	$ -	0.00	$ 772.05	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 279.00	$ 577.98	$ 877.33	$ -	0.00	$ 877.33	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 285.00	$ 592.18	$ 897.53	$ -	0.00	$ 897.53	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 594.20	$ 964.09	$ 150.37	0.00	$ 1,024.93	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 295.50	$ 625.64	$ 985.92	$ 60.35	0.00	$ 1,010.33	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 301.50	$ 642.88	$ 1,004.96	$ 23.06	0.00	$ 1,014.29	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 283.00	$ 617.53	$ 903.68	$ -	0.00	$ 903.68	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 678.37	$ 1,055.72	$ -	0.00	$ 1,055.72	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 145.98	$ 235.25	$ 400.96	$ 23.06	0.00	$ 410.29	Best	Best	0	$ 9.33	2.33%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 114.50	$ 253.50	$ 421.33	$ 79.48	0.00	$ 453.48	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 141.00	$ 280.88	$ 441.61	$ 23.06	0.00	$ 450.94	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 135.50	$ 288.99	$ 444.22	$ 23.06	0.00	$ 453.55	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 186.30	$ 245.39	$ 431.69	$ -	0.00	$ 431.69	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 192.05	$ 241.33	$ 433.38	$ -	0.00	$ 433.38	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 174.80	$ 239.30	$ 414.10	$ -	0.00	$ 414.10	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 157.00	$ 330.56	$ 502.81	$ -	0.00	$ 502.81	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 141.25	$ 221.05	$ 382.04	$ 23.06	0.00	$ 391.36	Best	Best	0	$ 9.33	2.44%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 105.50	$ 232.21	$ 392.73	$ 82.33	0.00	$ 426.03	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 138.00	$ 283.92	$ 441.65	$ 23.06	0.00	$ 450.98	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 132.50	$ 292.03	$ 444.26	$ 23.06	0.00	$ 453.59	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 181.70	$ 231.19	$ 412.89	$ -	0.00	$ 412.89	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 187.45	$ 227.14	$ 414.59	$ -	0.00	$ 414.59	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 201.25	$ 288.99	$ 490.24	$ -	0.00	$ 490.24	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 154.00	$ 333.61	$ 502.86	$ -	0.00	$ 502.86	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 216.42	$ 323.47	$ 559.62	$ 23.06	0.00	$ 568.95	-	Best	1	$ 31.75	5.67%
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 145.00	$ 319.41	$ 537.19	$ 112.16	0.00	$ 582.57	Best	-	1	-	-
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 182.00	$ 400.53	$ 602.26	$ 23.06	0.00	$ 611.59	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 171.50	$ 379.24	$ 586.48	$ 49.95	0.00	$ 606.68	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 250.13	$ 322.45	$ 572.58	$ -	0.00	$ 572.58	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 255.30	$ 319.41	$ 574.71	$ -	0.00	$ 574.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 201.50	$ 438.05	$ 654.80	$ -	0.00	$ 654.80	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 211.66	$ 374.17	$ 641.43	$ 83.31	0.00	$ 675.14	-	Best	1	$ 39.05	6.09%
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 169.00	$ 376.19	$ 636.09	$ 142.57	0.00	$ 693.77	Best	-	1	-	-
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 429.94	$ 685.54	$ 83.31	0.00	$ 719.24	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 430.95	$ 681.95	$ -	0.00	$ 681.95	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 313.38	$ 382.28	$ 695.65	$ -	0.00	$ 695.65	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 299.00	$ 377.21	$ 676.21	$ -	0.00	$ 676.21	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 464.41	$ 704.66	$ -	0.00	$ 704.66	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 219.50	$ 477.59	$ 792.63	$ 150.37	0.00	$ 853.47	Best	-	1	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 243.50	$ 501.93	$ 801.36	$ 60.35	0.00	$ 825.78	-	Best	1	$ 33.15	4.14%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 242.00	$ 497.87	$ 802.89	$ 82.33	0.00	$ 836.20	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 343.85	$ 480.64	$ 856.49	$ -	0.00	$ 856.49	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 245.50	$ 524.24	$ 826.11	$ 30.86	0.00	$ 838.60	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 561.76	$ 885.15	$ 7.80	0.00	$ 888.30	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 180.49	$ 357.79	$ 54.16	0.00	$ 379.71	Best	Best	0	$ 21.91	6.12%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 170.78	$ 180.49	$ 410.96	$ 7.80	0.00	$ 414.12	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 185.56	$ 386.63	$ 94.92	0.00	$ 425.03	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 146.63	$ 189.62	$ 415.28	$ 14.68	0.00	$ 421.22	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 92.00	$ 180.49	$ 474.79	$ 54.16	0.00	$ 496.71	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 181.51	$ 472.09	$ 139.35	0.00	$ 542.66	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 89.00	$ 185.56	$ 426.00	$ 185.72	0.00	$ 515.33	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 91.50	$ 190.63	$ 376.97	$ 41.21	0.00	$ 393.64	Best	Best	0	$ 16.67	4.42%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 82.50	$ 163.25	$ 278.01	$ 54.16	0.00	$ 299.92	Best	Best	0	$ 21.91	7.88%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 275.81	$ 422.81	$ -	0.00	$ 422.81	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 126.00	$ 295.07	$ 492.24	$ 119.52	0.00	$ 540.59	-	-	0	-	-
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 162.00	$ 340.70	$ 502.70	$ -	0.00	$ 502.70	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 200.10	$ 281.89	$ 481.99	$ -	0.00	$ 481.99	Best	Best	0	$ -	0.00%
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 76.50	$ 150.07	$ 255.67	$ 48.87	0.00	$ 275.44	Best	Best	0	$ 19.77	7.73%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 3,029.50	$ 158.18	$ 3,189.90	$ 3.73	0.00	$ 3,191.41	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 315.35	$ 487.85	$ -	0.00	$ 487.85	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 164.50	$ 375.18	$ 623.41	$ 140.61	0.00	$ 680.29	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 159.50	$ 339.69	$ 537.70	$ 26.89	0.00	$ 548.58	Best	-	1	-	-
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 163.00	$ 359.97	$ 545.47	$ -	0.00	$ 545.47	-	Best	1	$ 7.77	1.42%
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 193.00	$ 440.08	$ 734.91	$ 171.03	0.00	$ 804.11	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 405.60	$ 658.22	$ 57.30	0.00	$ 681.40	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 189.00	$ 385.32	$ 596.82	$ -	0.00	$ 596.82	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 77.50	$ 164.27	$ 270.05	$ 47.49	0.00	$ 289.26	Best	-	1	-	-
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.50	$ 209.90	$ 320.40	$ -	0.00	$ 320.40	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 124.78	$ 163.25	$ 288.03	$ -	0.00	$ 288.03	-	Best	1	$ 17.98	6.24%
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 26.23	$ 26.23	0%	$ -	1.00	$ -	$ -	$ 86.00	$ 187.59	$ 299.82	$ 44.06	0.00	$ 317.65	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 16.48	$ 16.48	0%	$ -	1.15	$ -	$ -	$ 96.71	$ 167.31	$ 280.49	$ 27.67	0.00	$ 291.69	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 83.00	$ 170.35	$ 253.35	$ -	0.00	$ 253.35	Best	Best	0	$ -	0.00%

# Changes	5	Average Delta	
		$ 12.03	2.87%

Value of Time $/h = 40

Class 5H Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 40.00	Impacts on Drivers					
																								Cost/mile	$ 1.01	Value of Time $/h = 40					
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %					
			hours	minutes																											
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 255.33	$ 355.91	$ 639.83	$ 23.06	0.00	$ 649.16	Best	Best	0	$ 9.33	1.46%					
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 224.67	$ 373.15	$ 659.99	$ 79.48	0.00	$ 692.15	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 253.33	$ 396.47	$ 678.39	$ 23.06	0.00	$ 687.72	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 250.67	$ 412.70	$ 691.94	$ 23.06	0.00	$ 701.27	-	-	0	-	-					
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 313.57	$ 332.59	$ 649.31	$ -	0.00	$ 649.31	-	-	0	-	-					
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 377.97	$ 369.10	$ 750.21	$ -	0.00	$ 750.21	-	-	0	-	-					
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 274.00	$ 443.12	$ 737.47	$ -	0.00	$ 737.47	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 282.86	$ 341.72	$ 653.15	$ 23.06	0.00	$ 662.48	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 245.33	$ 399.52	$ 673.43	$ 23.06	0.00	$ 682.76	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 206.00	$ 351.86	$ 621.73	$ 82.33	0.00	$ 655.03	-	-	0	-	-					
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 280.60	$ 295.07	$ 578.82	$ -	0.00	$ 578.82	Best	Best	0	$ -	0.00%					
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 308.97	$ 328.54	$ 640.65	$ -	0.00	$ 640.65	-	-	0	-	-					
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 372.60	$ 353.89	$ 729.64	$ -	0.00	$ 729.64	-	-	0	-	-					
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 264.67	$ 441.09	$ 790.37	$ 117.16	0.00	$ 837.77	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 301.33	$ 504.97	$ 852.65	$ 52.89	0.00	$ 874.04	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 315.33	$ 525.25	$ 840.59	$ 23.06	0.00	$ 878.49	-	-	0	-	-					
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 445.43	$ 444.13	$ 892.72	$ -	0.00	$ 892.72	-	-	0	-	-					
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 370.30	$ 389.38	$ 759.68	$ -	0.00	$ 759.68	Best	Best	0	$ -	0.00%					
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 335.33	$ 551.62	$ 907.30	$ -	0.00	$ 907.30	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 294.67	$ 496.86	$ 891.27	$ 142.57	0.00	$ 948.95	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 350.67	$ 548.57	$ 927.82	$ 23.06	0.00	$ 937.15	-	-	0	-	-					
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.17	$ 447.17	$ 880.34	$ -	0.00	$ 880.34	Best	Best	0	$ -	0.00%					
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 372.00	$ 577.98	$ 970.33	$ -	0.00	$ 970.33	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 380.00	$ 592.18	$ 992.53	$ -	0.00	$ 992.53	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 594.20	$ 1,052.59	$ 150.37	0.00	$ 1,113.43	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 394.00	$ 625.64	$ 1,084.42	$ 60.35	0.00	$ 1,108.83	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 402.00	$ 642.88	$ 1,105.46	$ 23.06	0.00	$ 1,114.79	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 377.33	$ 617.53	$ 998.01	$ -	0.00	$ 998.01	Best	Best	0	$ -	0.00%					
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 678.37	$ 1,164.05	$ -	0.00	$ 1,164.05	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 194.64	$ 235.25	$ 449.62	$ 23.06	0.00	$ 458.95	Best	Best	0	$ 9.33	2.07%					
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 152.67	$ 253.50	$ 459.49	$ 79.48	0.00	$ 491.65	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 280.88	$ 488.61	$ 23.06	0.00	$ 497.94	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 180.67	$ 288.99	$ 489.39	$ 23.06	0.00	$ 498.72	-	-	0	-	-					
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 248.40	$ 245.39	$ 493.79	$ -	0.00	$ 493.79	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 256.07	$ 241.33	$ 497.40	$ -	0.00	$ 497.40	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 233.07	$ 239.30	$ 472.37	$ -	0.00	$ 472.37	-	-	0	-	-					
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 209.33	$ 330.56	$ 555.15	$ -	0.00	$ 555.15	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 188.34	$ 221.05	$ 429.12	$ 23.06	0.00	$ 438.45	-	Best	1	$ 10.56	2.46%					
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 140.67	$ 232.21	$ 427.89	$ 82.33	0.00	$ 461.20	Best	-	1	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 283.92	$ 487.65	$ 23.06	0.00	$ 496.98	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 176.67	$ 292.03	$ 488.43	$ 23.06	0.00	$ 497.76	-	-	0	-	-					
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 242.27	$ 231.19	$ 473.46	$ -	0.00	$ 473.46	-	-	0	-	-					
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.93	$ 227.14	$ 477.07	$ -	0.00	$ 477.07	-	-	0	-	-					
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 268.33	$ 288.99	$ 557.32	$ -	0.00	$ 557.32	-	-	0	-	-					
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329		Exit 6 to NYSTA		0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 205.33	$ 333.61	$ 554.19	$ -	0.00	$ 554.19	-	-	0	-	-					
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 288.56	$ 323.47	$ 631.76	$ 23.06	0.00	$ 641.09	-	-	0	-	-					
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 193.33	$ 319.41	$ 585.53	$ 112.16	0.00	$ 630.90	Best	Best	0	$ 45.37	7.75%					
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 242.67	$ 400.53	$ 662.93	$ 23.06	0.00	$ 672.26	-	-	0	-	-					
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 228.67	$ 379.24	$ 643.64	$ 49.95	0.00	$ 663.85	-	-	0	-	-					
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 322.45	$ 655.95	$ -	0.00	$ 655.95	-	-	0	-	-					
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 340.40	$ 319.41	$ 659.81	$ -	0.00	$ 659.81	-	-	0	-	-					
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 268.67	$ 438.05	$ 721.96	$ -	0.00	$ 721.96	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 282.22	$ 374.17	$ 711.99	$ 83.31	0.00	$ 745.69	-	Best	1	$ 53.27	7.48%					
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 225.33	$ 376.19	$ 692.42	$ 142.57	0.00	$ 750.10	Best	-	1	-	-					
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 266.67	$ 429.94	$ 752.21	$ 83.31	0.00	$ 785.91	-	-	0	-	-					
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 430.95	$ 763.62	$ -	0.00	$ 763.62	-	-	0	-	-					
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 417.83	$ 382.28	$ 800.11	$ -	0.00	$ 800.11	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 398.67	$ 377.21	$ 775.87	$ -	0.00	$ 775.87	-	-	0	-	-					
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 300.00	$ 464.41	$ 779.66	$ -	0.00	$ 779.66	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 292.67	$ 477.59	$ 865.80	$ 150.37	0.00	$ 926.63	Best	-	1	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 324.67	$ 501.93	$ 882.53	$ 60.35	0.00	$ 906.94	-	Best	1	$ 41.15	4.66%					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 322.67	$ 497.87	$ 883.56	$ 82.33	0.00	$ 916.87	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 458.47	$ 480.64	$ 971.10	$ -	0.00	$ 971.10	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 327.33	$ 524.24	$ 907.94	$ 30.86	0.00	$ 920.43	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 561.76	$ 973.65	$ 7.80	0.00	$ 976.80	-	-	0	-	-					
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 180.49	$ 387.79	$ 54.16	0.00	$ 409.71	Best	Best	0	$ 21.91	5.65%					
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 227.70	$ 180.49	$ 467.89	$ 7.80	0.00	$ 471.04	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 185.56	$ 416.46	$ 94.92	0.00	$ 454.87	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 195.50	$ 189.62	$ 464.16	$ 14.68	0.00	$ 470.10	-	-	0	-	-					
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 122.67	$ 180.49	$ 505.46	$ 54.16	0.00	$ 527.37	-	-	0	-	-					
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 222.33	$ 181.51	$ 527.67	$ 139.35	0.00	$ 598.24	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 118.67	$ 185.56	$ 455.67	$ 185.72	0.00	$ 545.00	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 122.00	$ 190.63	$ 407.47	$ 41.21	0.00	$ 424.14	Best	Best	0	$ 16.67	4.09%					
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 110.00	$ 163.25	$ 305.51	$ 54.16	0.00	$ 327.42	Best	Best	0	$ 21.91	7.17%					
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 275.81	$ 471.81	$ -	0.00	$ 471.81	-	-	0	-	-					
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 168.00	$ 295.07	$ 534.24	$ 119.52	0.00	$ 582.59	Best	-	1	-	-					
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 216.00	$ 340.70	$ 556.70	$ -	0.00	$ 556.70	-	-	0	-	-					
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 266.80	$ 281.89	$ 548.69	$ -	0.00	$ 548.69	-	Best	1	$ 14.45	2.63%					
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 102.00	$ 150.07	$ 281.17	$ 48.87	0.00	$ 300.94	Best	Best	0	$ 19.77	7.03%					
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 4,039.33	$ 158.18	$ 4,199.74	$ 3.73	0.00	$ 4,201.25	-	-	0	-	-					
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 315.35	$ 537.85	$ -	0.00	$ 537.85	-	-	0	-	-					
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 219.33	$ 375.18	$ 678.24	$ 140.61	0.00	$ 735.13	-	-	0	-	-					
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 212.67	$ 339.69	$ 590.87	$ 26.89	0.00	$ 601.74	Best	-	1	-	-					
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 217.33	$ 359.97	$ 599.80	$ -	0.00	$ 599.80	-	Best	1	$ 8.94	1.49%					
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 257.33	$ 440.08	$ 799.25	$ 171.03	0.00	$ 868.44	-	-	0	-	-					
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 261.33	$ 405.60	$ 723.55	$ 57.30	0.00	$ 746.74	-	-	0	-	-					
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 252.00	$ 385.32	$ 659.82	$ -	0.00	$ 659.82	Best	Best	0	$ -	0.00%					
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 103.33	$ 164.27	$ 295.88	$ 47.49	0.00	$ 315.09	Best	Best	0	$ 19.21	6.49%					
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.33	$ 209.90	$ 357.23	$ -	0.00	$ 357.23	-	-	0	-	-					
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.37	$ 163.25	$ 329.62	$ -	0.00	$ 329.62	-	-	0	-	-					
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 26.23	$

Value of Time $/h = 50

Class 5H Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors											Cost/h VOT = >>	$ 50.00	Impacts on Drivers							
																							Cost/mile	$ 1.01	Value of Time $/h = 50							
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 319.17	$ 355.91	$ 703.66	$ 23.06	0.00	$ 712.99	Best	Best	0	$ 9.33	1.33%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 280.83	$ 373.15	$ 716.16	$ 79.48	0.00	$ 748.32	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 316.67	$ 396.47	$ 741.72	$ 23.06	0.00	$ 751.05	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 313.33	$ 412.70	$ 754.61	$ 23.06	0.00	$ 763.94	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 391.96	$ 332.59	$ 727.70	$ -	0.00	$ 727.70	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 472.46	$ 369.10	$ 844.70	$ -	0.00	$ 844.70	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 342.50	$ 443.12	$ 805.97	$ -	0.00	$ 805.97	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 353.57	$ 341.72	$ 723.87	$ 23.06	0.00	$ 733.20	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 306.67	$ 399.52	$ 734.76	$ 23.06	0.00	$ 744.09	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 257.50	$ 351.86	$ 673.23	$ 82.33	0.00	$ 706.53	-	-	0	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 350.75	$ 295.07	$ 648.97	$ -	0.00	$ 648.97	Best	Best	0	$ -	0.00%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 386.21	$ 328.54	$ 717.89	$ -	0.00	$ 717.89	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 465.75	$ 353.89	$ 822.79	$ -	0.00	$ 822.79	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 330.83	$ 441.09	$ 856.53	$ 117.16	0.00	$ 903.93	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 376.67	$ 504.97	$ 927.98	$ 52.89	0.00	$ 949.38	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 394.17	$ 525.25	$ 919.42	$ 23.06	0.00	$ 957.33	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 556.79	$ 444.13	$ 1,004.07	$ -	0.00	$ 1,004.07	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 462.88	$ 389.38	$ 852.25	$ -	0.00	$ 852.25	Best	Best	0	$ -	0.00%						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 419.17	$ 551.62	$ 991.13	$ -	0.00	$ 991.13	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 368.33	$ 496.86	$ 964.94	$ 142.57	0.00	$ 1,022.62	Best	-	1	-	-						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 438.33	$ 548.57	$ 1,015.49	$ 23.06	0.00	$ 1,024.82	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 541.46	$ 447.17	$ 988.63	$ -	0.00	$ 988.63	-	Best	1	$ 23.69	2.40%						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 465.00	$ 577.98	$ 1,063.33	$ -	0.00	$ 1,063.33	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 475.00	$ 592.18	$ 1,087.53	$ -	0.00	$ 1,087.53	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 442.50	$ 594.20	$ 1,141.09	$ 150.37	0.00	$ 1,201.93	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 492.50	$ 625.64	$ 1,182.92	$ 60.35	0.00	$ 1,207.33	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 502.50	$ 642.88	$ 1,205.96	$ 23.06	0.00	$ 1,215.29	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 471.67	$ 617.53	$ 1,092.34	$ -	0.00	$ 1,092.34	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 541.67	$ 678.37	$ 1,272.38	$ -	0.00	$ 1,272.38	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 243.30	$ 235.25	$ 498.28	$ 23.06	0.00	$ 507.61	-	Best	1	$ 9.95	2.00%						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 190.83	$ 253.50	$ 497.66	$ 79.48	0.00	$ 529.81	Best	-	1	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 235.00	$ 280.88	$ 535.61	$ 23.06	0.00	$ 544.94	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 225.83	$ 288.99	$ 534.55	$ 23.06	0.00	$ 543.88	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 310.50	$ 245.39	$ 555.89	$ -	0.00	$ 555.89	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 320.08	$ 241.33	$ 561.42	$ -	0.00	$ 561.42	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 291.33	$ 239.30	$ 530.64	$ -	0.00	$ 530.64	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 261.67	$ 330.56	$ 607.48	$ -	0.00	$ 607.48	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 235.42	$ 221.05	$ 476.20	$ 23.06	0.00	$ 485.53	-	Best	1	$ 22.47	4.72%						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 175.83	$ 232.21	$ 463.06	$ 82.33	0.00	$ 496.37	Best	-	1	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 230.00	$ 283.92	$ 533.65	$ 23.06	0.00	$ 542.98	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 220.83	$ 292.03	$ 532.60	$ 23.06	0.00	$ 541.92	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 302.83	$ 231.70	$ 534.03	$ -	0.00	$ 534.03	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 312.42	$ 227.14	$ 539.55	$ -	0.00	$ 539.55	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 335.42	$ 288.99	$ 624.41	$ -	0.00	$ 624.41	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329		Exit 6 to NYSTA		0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 256.67	$ 333.61	$ 605.52	$ -	0.00	$ 605.52	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 360.70	$ 323.47	$ 703.90	$ 23.06	0.00	$ 713.23	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 241.67	$ 319.41	$ 633.86	$ 112.16	0.00	$ 679.23	Best	Best	0	$ 45.37	7.16%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 303.33	$ 400.53	$ 723.59	$ 23.06	0.00	$ 732.92	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 285.83	$ 379.24	$ 700.81	$ 49.95	0.00	$ 721.01	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 416.88	$ 322.45	$ 739.33	$ -	0.00	$ 739.33	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 425.50	$ 319.41	$ 744.91	$ -	0.00	$ 744.91	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 335.83	$ 438.05	$ 789.13	$ -	0.00	$ 789.13	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 352.77	$ 374.17	$ 782.54	$ 83.31	0.00	$ 816.24	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 281.67	$ 376.19	$ 748.75	$ 142.57	0.00	$ 806.44	Best	Best	0	$ 57.68	7.70%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 333.33	$ 429.94	$ 818.87	$ 83.31	0.00	$ 852.58	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 408.33	$ 430.95	$ 845.28	$ -	0.00	$ 845.28	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 522.29	$ 382.28	$ 904.57	$ -	0.00	$ 904.57	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 498.33	$ 377.21	$ 875.54	$ -	0.00	$ 875.54	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 375.00	$ 464.41	$ 854.66	$ -	0.00	$ 854.66	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 365.83	$ 477.59	$ 938.96	$ 150.37	0.00	$ 999.80	Best	-	1	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 405.83	$ 501.93	$ 963.70	$ 60.35	0.00	$ 988.11	-	Best	1	$ 49.15	5.10%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 403.33	$ 497.87	$ 964.23	$ 82.33	0.00	$ 997.53	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 573.08	$ 480.64	$ 1,085.72	$ -	0.00	$ 1,085.72	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 409.17	$ 524.24	$ 989.78	$ 30.86	0.00	$ 1,002.26	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 442.50	$ 561.76	$ 1,062.15	$ 7.80	0.00	$ 1,065.30	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 180.49	$ 417.79	$ 54.16	0.00	$ 439.71	Best	Best	0	$ 21.91	5.24%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 284.63	$ 180.49	$ 524.81	$ 7.80	0.00	$ 527.97	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 149.17	$ 185.56	$ 446.30	$ 94.92	0.00	$ 484.70	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 244.38	$ 189.62	$ 513.03	$ 14.68	0.00	$ 518.97	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 153.33	$ 180.49	$ 536.13	$ 54.16	0.00	$ 558.04	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 277.92	$ 181.51	$ 583.26	$ 139.35	0.00	$ 653.82	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 148.33	$ 185.56	$ 485.34	$ 185.72	0.00	$ 574.66	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 152.50	$ 190.63	$ 437.97	$ 41.21	0.00	$ 454.64	Best	Best	0	$ 16.67	3.81%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 137.50	$ 163.25	$ 333.01	$ 54.16	0.00	$ 354.92	Best	Best	0	$ 21.91	6.58%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 275.81	$ 520.81	$ -	0.00	$ 520.81	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 210.00	$ 295.07	$ 576.24	$ 119.52	0.00	$ 624.59	Best	-	1	-	-						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 270.00	$ 340.70	$ 610.70	$ -	0.00	$ 610.70	-	Best	1	$ 34.47	5.64%						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 281.89	$ 615.39	$ -	0.00	$ 615.39	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 127.50	$ 150.07	$ 306.67	$ 48.87	0.00	$ 326.44	Best	Best	0	$ 19.77	6.45%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 5,049.17	$ 158.18	$ 5,209.57	$ 3.73	0.00	$ 5,211.08	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 250.00	$ 315.35	$ 587.85	$ -	0.00	$ 587.85	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 274.17	$ 375.18	$ 733.07	$ 140.61	0.00	$ 789.96	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 265.83	$ 339.69	$ 644.03	$ 26.89	0.00	$ 654.91	Best	-	1	-	-						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 271.67	$ 359.97	$ 654.14	$ -	-	$ 654.14	-	Best	1	$ 10.10	1.54%						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 321.67	$ 440.08	$ 863.58	$ 171.03	0.00	$ 932.77	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 405.60	$ 788.89	$ 57.30	0.00	$ 812.07	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 315.00	$ 385.32	$ 722.82	$ -	0.00	$ 722.82	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 129.17	$ 164.27	$ 321.71	$ 47.49	0.00	$ 340.93	Best	Best	0	$ 19.21	5.97%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 184.17	$ 209.90	$ 394.06	$ -	0.00	$ 394.06	-	-	0	-	-						
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 207.

Value of Time $/h = 65

Class 5H Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors											Cost/h VOT = >>	$ 65.00	Impacts on Drivers							
																							Cost/mile	$ 1.01	Value of Time $/h = 65							
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 414.92	$ 355.91	$ 799.41	$ 23.06	0.00	$ 808.74	Best	Best	0	$ 9.33	1.17%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 365.08	$ 373.15	$ 800.41	$ 79.48	0.00	$ 832.57	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 411.67	$ 396.47	$ 836.72	$ 23.06	0.00	$ 846.05	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 407.33	$ 412.70	$ 848.61	$ 23.06	0.00	$ 857.94	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 509.55	$ 332.59	$ 845.29	$ -	0.00	$ 845.29	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 614.20	$ 369.10	$ 986.44	$ -	0.00	$ 986.44	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 445.25	$ 443.12	$ 908.72	$ -	0.00	$ 908.72	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 459.64	$ 341.72	$ 829.94	$ 23.06	0.00	$ 839.27	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 398.67	$ 399.52	$ 826.76	$ 23.06	0.00	$ 836.09	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 334.75	$ 351.86	$ 750.48	$ 82.33	0.00	$ 783.78	Best	-	1	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 455.98	$ 295.07	$ 754.20	$ -	0.00	$ 754.20	-	Best	1	$ 3.72	0.49%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 502.07	$ 328.54	$ 833.76	$ -	0.00	$ 833.76	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 605.48	$ 353.89	$ 962.51	$ -	0.00	$ 962.51	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 430.08	$ 441.09	$ 955.78	$ 117.16	0.00	$ 1,003.18	Best	-	1	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 489.67	$ 504.97	$ 1,040.98	$ 52.89	0.00	$ 1,062.38	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 512.42	$ 525.25	$ 1,037.67	$ 23.06	0.00	$ 1,075.58	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 723.83	$ 444.13	$ 1,171.11	$ -	0.00	$ 1,171.11	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 601.74	$ 389.38	$ 991.11	$ -	0.00	$ 991.11	-	Best	1	$ 35.33	3.56%						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 544.92	$ 551.62	$ 1,116.88	$ -	0.00	$ 1,116.88	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 478.83	$ 496.86	$ 1,075.44	$ 142.57	0.00	$ 1,133.12	Best	Best	0	$ 57.68	5.36%						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 569.83	$ 548.57	$ 1,146.99	$ 23.06	0.00	$ 1,156.32	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 703.90	$ 447.17	$ 1,151.07	$ -	0.00	$ 1,151.07	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 604.50	$ 577.98	$ 1,202.83	$ -	0.00	$ 1,202.83	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 617.50	$ 592.18	$ 1,230.03	$ -	0.00	$ 1,230.03	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 575.25	$ 594.20	$ 1,273.84	$ 150.37	0.00	$ 1,334.68	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 640.25	$ 625.64	$ 1,330.67	$ 60.35	0.00	$ 1,355.08	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 653.25	$ 642.88	$ 1,356.71	$ 23.06	0.00	$ 1,366.04	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 613.17	$ 617.53	$ 1,233.84	$ -	0.00	$ 1,233.84	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 704.17	$ 678.37	$ 1,434.88	$ -	0.00	$ 1,434.88	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 316.30	$ 235.25	$ 571.27	$ 23.06	0.00	$ 580.60	-	Best	1	$ 25.69	4.50%						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 248.08	$ 253.50	$ 554.91	$ 79.48	0.00	$ 587.06	Best	-	1	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 305.50	$ 280.88	$ 606.11	$ 23.06	0.00	$ 615.44	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 293.58	$ 288.99	$ 602.30	$ 23.06	0.00	$ 611.63	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 403.65	$ 245.39	$ 649.04	$ -	0.00	$ 649.04	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 416.11	$ 241.33	$ 657.44	$ -	0.00	$ 657.44	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 378.73	$ 239.30	$ 618.04	$ -	0.00	$ 618.04	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 340.17	$ 330.56	$ 685.98	$ -	0.00	$ 685.98	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 306.05	$ 221.05	$ 546.83	$ 23.06	0.00	$ 556.16	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 228.58	$ 232.21	$ 515.81	$ 82.33	0.00	$ 549.12	Best	Best	0	$ 33.31	6.46%						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 299.00	$ 283.92	$ 602.65	$ 23.06	0.00	$ 611.98	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 287.08	$ 292.03	$ 598.85	$ 23.06	0.00	$ 608.17	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 393.68	$ 231.19	$ 624.88	$ -	0.00	$ 624.88	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 406.14	$ 227.14	$ 633.28	$ -	0.00	$ 633.28	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 436.04	$ 288.99	$ 725.03	$ -	0.00	$ 725.03	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329		Exit 6 to NYSTA		0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 333.67	$ 333.61	$ 682.52	$ -	0.00	$ 682.52	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 468.91	$ 323.47	$ 812.11	$ 23.06	0.00	$ 821.44	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 314.17	$ 319.41	$ 706.36	$ 112.16	0.00	$ 751.73	Best	Best	0	$ 45.37	6.42%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 394.33	$ 400.53	$ 814.59	$ 23.06	0.00	$ 823.92	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 371.58	$ 379.24	$ 786.56	$ 49.95	0.00	$ 806.76	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 541.94	$ 322.45	$ 864.39	$ -	0.00	$ 864.39	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 553.15	$ 319.41	$ 872.56	$ -	0.00	$ 872.56	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 436.58	$ 438.05	$ 889.88	$ -	0.00	$ 889.88	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 458.60	$ 374.17	$ 888.37	$ 83.31	0.00	$ 922.08	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 366.17	$ 376.19	$ 833.25	$ 142.57	0.00	$ 890.94	Best	Best	0	$ 57.68	6.92%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 429.94	$ 918.87	$ 83.31	0.00	$ 952.58	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 530.83	$ 430.95	$ 967.78	$ -	0.00	$ 967.78	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 678.98	$ 382.28	$ 1,061.26	$ -	0.00	$ 1,061.26	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 647.83	$ 377.21	$ 1,025.04	$ -	0.00	$ 1,025.04	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 487.50	$ 464.41	$ 967.16	$ -	0.00	$ 967.16	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 475.58	$ 477.59	$ 1,048.71	$ 150.37	0.00	$ 1,109.55	Best	Best	0	$ 60.84	5.80%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 527.58	$ 501.93	$ 1,085.45	$ 60.35	0.00	$ 1,109.86	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 524.33	$ 497.87	$ 1,085.23	$ 82.33	0.00	$ 1,118.53	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 745.01	$ 480.64	$ 1,257.64	$ -	0.00	$ 1,257.64	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 531.92	$ 524.24	$ 1,112.53	$ 30.86	0.00	$ 1,125.01	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 575.25	$ 561.76	$ 1,194.90	$ 7.80	0.00	$ 1,198.05	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 195.00	$ 180.49	$ 462.79	$ 54.16	0.00	$ 484.71	Best	Best	0	$ 21.91	4.73%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 370.01	$ 180.49	$ 610.20	$ 7.80	0.00	$ 613.35	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 193.92	$ 185.56	$ 491.05	$ 94.92	0.00	$ 529.45	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 317.69	$ 189.62	$ 586.35	$ 14.68	0.00	$ 592.29	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 199.33	$ 180.49	$ 582.13	$ 54.16	0.00	$ 604.04	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 361.29	$ 181.51	$ 666.63	$ 139.35	0.00	$ 737.20	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 192.83	$ 185.56	$ 529.84	$ 185.72	0.00	$ 619.16	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 198.25	$ 190.63	$ 483.72	$ 41.21	0.00	$ 500.39	Best	Best	0	$ 16.67	3.45%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 178.75	$ 163.25	$ 374.26	$ 54.16	0.00	$ 396.17	Best	Best	0	$ 21.91	5.86%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 318.50	$ 275.81	$ 594.31	$ -	0.00	$ 594.31	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 273.00	$ 295.07	$ 639.24	$ 119.52	0.00	$ 687.59	Best	Best	0	$ 48.35	7.56%						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 351.00	$ 340.70	$ 691.70	$ -	0.00	$ 691.70	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.55	$ 281.89	$ 715.44	$ -	0.00	$ 715.44	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 165.75	$ 150.07	$ 344.92	$ 48.87	0.00	$ 364.69	Best	Best	0	$ 19.77	5.73%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 6,563.92	$ 158.18	$ 6,724.32	$ 3.73	0.00	$ 6,725.83	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 315.35	$ 662.85	$ -	0.00	$ 662.85	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 356.42	$ 375.18	$ 815.32	$ 140.61	0.00	$ 872.21	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 345.58	$ 339.69	$ 723.78	$ 26.89	0.00	$ 734.66	Best	Best	0	$ 10.88	1.50%						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 353.17	$ 359.97	$ 735.64	$ -	0.00	$ 735.64	-	-	0	-	-						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 418.17	$ 440.08	$ 960.08	$ 171.03	0.00	$ 1,029.27	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 424.67	$ 405.60	$ 886.89	$ 57.30	0.00	$ 910.07	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 409.50	$ 385.32	$ 817.32	$ -	0.00	$ 817.32	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 167.92	$ 164.27	$ 360.46	$ 47.49	0.00	$ 379.68	Best	Best	0	$ 19.21	5.33%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 239.42	$ 209.90	$ 449.31	$ -	0.00	$ 449.31	-	-	0	-	-						
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3

Value of Time $/h = 75

Class 5H Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 75.00	Impacts on Drivers						
																								Cost/mile	$ 1.01	Value of Time $/h = 75						
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 478.75	$ 355.91	$ 863.24	$ 23.06	0.00	$ 872.57	-	Best	1	$ 16.00	1.85%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 421.25	$ 373.15	$ 856.58	$ 79.48	0.00	$ 888.73	Best	-	1	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 475.00	$ 396.47	$ 900.05	$ 23.06	0.00	$ 909.38	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 470.00	$ 412.70	$ 911.28	$ 23.06	0.00	$ 920.61	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 587.94	$ 332.59	$ 923.68	$ -	0.00	$ 923.68	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 708.69	$ 369.10	$ 1,080.93	$ -	0.00	$ 1,080.93	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 513.75	$ 443.12	$ 977.22	$ -	0.00	$ 977.22	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 530.35	$ 341.72	$ 900.65	$ 23.06	0.00	$ 909.98	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 460.00	$ 399.52	$ 888.10	$ 23.06	0.00	$ 897.43	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 386.25	$ 351.86	$ 801.98	$ 82.33	0.00	$ 835.28	Best	-	1	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 526.13	$ 295.07	$ 824.35	$ -	0.00	$ 824.35	-	Best	1	$ 22.37	2.71%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 579.31	$ 328.54	$ 911.00	$ -	0.00	$ 911.00	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 698.63	$ 353.89	$ 1,055.66	$ -	0.00	$ 1,055.66	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 496.25	$ 441.09	$ 1,021.95	$ 117.16	0.00	$ 1,069.35	Best	Best	0	$ 47.40	4.64%						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 565.00	$ 504.97	$ 1,116.31	$ 52.89	0.00	$ 1,137.71	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 591.25	$ 525.25	$ 1,116.50	$ 23.06	0.00	$ 1,154.41	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 835.19	$ 444.13	$ 1,282.47	$ -	0.00	$ 1,282.47	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 694.31	$ 389.38	$ 1,083.69	$ -	0.00	$ 1,083.69	-	-	0	-	-						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 628.75	$ 551.62	$ 1,200.72	$ -	0.00	$ 1,200.72	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 552.50	$ 496.86	$ 1,149.10	$ 142.57	0.00	$ 1,206.78	Best	Best	0	$ 57.68	5.02%						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 657.50	$ 548.57	$ 1,234.65	$ 23.06	0.00	$ 1,243.98	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 812.19	$ 447.17	$ 1,259.36	$ -	0.00	$ 1,259.36	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 697.50	$ 577.98	$ 1,295.83	$ -	0.00	$ 1,295.83	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 712.50	$ 592.18	$ 1,325.03	$ -	0.00	$ 1,325.03	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 663.75	$ 594.20	$ 1,362.34	$ 150.37	0.00	$ 1,423.18	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 738.75	$ 625.64	$ 1,429.17	$ 60.35	0.00	$ 1,453.58	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 753.75	$ 642.88	$ 1,457.21	$ 23.06	0.00	$ 1,466.54	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 707.50	$ 617.53	$ 1,328.18	$ -	0.00	$ 1,328.18	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 812.50	$ 678.37	$ 1,543.22	$ -	0.00	$ 1,543.22	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 364.96	$ 235.25	$ 619.94	$ 23.06	0.00	$ 629.26	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 286.25	$ 253.50	$ 593.08	$ 79.48	0.00	$ 625.23	Best	Best	0	$ 32.15	5.42%						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 352.50	$ 280.88	$ 653.11	$ 23.06	0.00	$ 662.44	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 338.75	$ 288.99	$ 647.47	$ 23.06	0.00	$ 656.80	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 465.75	$ 245.39	$ 711.14	$ -	0.00	$ 711.14	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 480.13	$ 241.33	$ 721.46	$ -	0.00	$ 721.46	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 437.00	$ 239.30	$ 676.30	$ -	0.00	$ 676.30	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 392.50	$ 330.56	$ 738.31	$ -	0.00	$ 738.31	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 353.13	$ 221.05	$ 593.92	$ 23.06	0.00	$ 603.24	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 263.75	$ 232.21	$ 550.98	$ 82.33	0.00	$ 584.28	Best	Best	0	$ 33.31	6.04%						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 345.00	$ 283.92	$ 648.65	$ 23.06	0.00	$ 657.98	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 331.25	$ 292.03	$ 643.01	$ 23.06	0.00	$ 652.34	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 454.25	$ 231.19	$ 685.44	$ -	0.00	$ 685.44	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 468.63	$ 227.14	$ 695.76	$ -	0.00	$ 695.76	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 503.13	$ 288.99	$ 792.12	$ -	0.00	$ 792.12	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 385.00	$ 333.61	$ 733.86	$ -	0.00	$ 733.86	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 541.05	$ 323.47	$ 884.25	$ 23.06	0.00	$ 893.58	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 362.50	$ 319.41	$ 754.69	$ 112.16	0.00	$ 800.07	Best	Best	0	$ 45.37	6.01%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 455.00	$ 400.53	$ 875.26	$ 23.06	0.00	$ 884.59	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 428.75	$ 379.24	$ 843.73	$ 49.95	0.00	$ 863.93	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 625.31	$ 322.45	$ 947.76	$ -	0.00	$ 947.76	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 638.25	$ 319.41	$ 957.66	$ -	0.00	$ 957.66	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 503.75	$ 438.05	$ 957.05	$ -	0.00	$ 957.05	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 529.16	$ 374.17	$ 958.93	$ 83.31	0.00	$ 992.63	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 422.50	$ 376.19	$ 889.59	$ 142.57	0.00	$ 947.27	Best	Best	0	$ 57.68	6.48%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 500.00	$ 429.94	$ 985.54	$ 83.31	0.00	$ 1,019.24	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 612.50	$ 430.95	$ 1,049.45	$ -	0.00	$ 1,049.45	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 783.44	$ 382.28	$ 1,165.72	$ -	0.00	$ 1,165.72	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 747.50	$ 377.21	$ 1,124.71	$ -	0.00	$ 1,124.71	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 562.50	$ 464.41	$ 1,042.16	$ -	0.00	$ 1,042.16	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 548.75	$ 477.59	$ 1,121.88	$ 150.37	0.00	$ 1,182.72	Best	Best	0	$ 60.84	5.42%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 608.75	$ 501.93	$ 1,166.61	$ 60.35	0.00	$ 1,191.03	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 605.00	$ 497.87	$ 1,165.89	$ 82.33	0.00	$ 1,199.20	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 859.63	$ 480.64	$ 1,372.26	$ -	0.00	$ 1,372.26	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 613.75	$ 524.24	$ 1,194.36	$ 30.86	0.00	$ 1,206.85	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 663.75	$ 561.76	$ 1,283.40	$ 7.80	0.00	$ 1,286.55	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 180.49	$ 492.79	$ 54.16	0.00	$ 514.71	Best	Best	0	$ 21.91	4.45%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 426.94	$ 180.49	$ 667.12	$ 7.80	0.00	$ 670.28	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 223.75	$ 185.56	$ 520.88	$ 94.92	0.00	$ 559.28	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 366.56	$ 189.62	$ 635.22	$ 14.68	0.00	$ 641.16	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 230.00	$ 180.49	$ 612.79	$ 54.16	0.00	$ 634.71	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 416.88	$ 181.51	$ 722.21	$ 139.35	0.00	$ 792.78	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 222.50	$ 185.56	$ 559.50	$ 185.72	0.00	$ 648.83	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 228.75	$ 190.63	$ 514.22	$ 41.21	0.00	$ 530.89	Best	Best	0	$ 16.67	3.24%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 206.25	$ 163.25	$ 401.76	$ 54.16	0.00	$ 423.67	Best	Best	0	$ 21.91	5.45%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 367.50	$ 275.81	$ 643.31	$ -	0.00	$ 643.31	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 315.00	$ 295.07	$ 681.24	$ 119.52	0.00	$ 729.59	Best	Best	0	$ 48.35	7.10%						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 405.00	$ 340.70	$ 745.70	$ -	0.00	$ 745.70	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 500.25	$ 281.89	$ 782.14	$ -	0.00	$ 782.14	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 191.25	$ 150.07	$ 370.42	$ 48.87	0.00	$ 390.19	Best	Best	0	$ 19.77	5.34%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 7,573.75	$ 158.18	$ 7,734.15	$ 3.73	0.00	$ 7,735.66	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 375.00	$ 315.35	$ 712.85	$ -	0.00	$ 712.85	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 411.25	$ 375.18	$ 870.16	$ 140.61	0.00	$ 927.04	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 398.75	$ 339.69	$ 776.95	$ 26.89	0.00	$ 787.83	Best	Best	0	$ 10.88	1.40%						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 407.50	$ 359.97	$ 789.97	$ -	0.00	$ 789.97	-	-	0	-	-						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 482.50	$ 440.08	$ 1,024.41	$ 171.03	0.00	$ 1,093.61	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 490.00	$ 405.60	$ 952.22	$ 57.30	0.00	$ 975.40	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 472.50	$ 385.32	$ 880.32	$ -	0.00	$ 880.32	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 193.75	$ 164.27	$ 386.30	$ 47.49	0.00	$ 405.51	Best	Best	0	$ 19.21	4.97%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 276.25	$ 209.90	$ 486.15	$ -	0.00	$ 486.15	-	-	0	-	-						
Rochester	Erie	US

Value of Time $/h = 85

Class 5H Vehicles Paying with a Non-NY E-ZPass

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 85.00	Impacts on Drivers					
																								Cost/mile	$ 1.01	Value of Time $/h = 85					
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %					
			hours	minutes																											
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 542.58	$ 355.91	$ 927.08	$ 23.06	0.00	$ 936.41	-	Best	1	$ 23.66	2.55%					
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 47.33	$ 62.18	0%	$ -	1.00	$ -	$ -	$ 477.42	$ 373.15	$ 912.74	$ 79.48	0.00	$ 944.90	Best	-	1	-	-					
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 538.33	$ 396.47	$ 963.39	$ 23.06	0.00	$ 972.72	-	-	0	-	-					
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 532.67	$ 412.70	$ 973.94	$ 23.06	0.00	$ 983.27	-	-	0	-	-					
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 666.33	$ 332.59	$ 1,002.07	$ -	0.00	$ 1,002.07	-	-	0	-	-					
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 803.18	$ 369.10	$ 1,175.43	$ -	0.00	$ 1,175.43	-	-	0	-	-					
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 582.25	$ 443.12	$ 1,045.72	$ -	0.00	$ 1,045.72	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.15	$ -	$ -	$ 601.07	$ 341.72	$ 971.37	$ 23.06	0.00	$ 980.69	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 521.33	$ 399.52	$ 949.43	$ 23.06	0.00	$ 958.76	-	-	0	-	-					
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 49.02	$ 63.87	0%	$ -	1.00	$ -	$ -	$ 437.75	$ 351.86	$ 853.48	$ 82.33	0.00	$ 886.78	Best	Best	0	$ 33.31	3.90%					
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 596.28	$ 295.07	$ 894.50	$ -	0.00	$ 894.50	-	-	0	-	-					
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 656.55	$ 328.54	$ 988.24	$ -	0.00	$ 988.24	-	-	0	-	-					
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 791.78	$ 353.89	$ 1,148.81	$ -	0.00	$ 1,148.81	-	-	0	-	-					
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 69.76	$ 84.61	0%	$ -	1.00	$ -	$ -	$ 562.42	$ 441.09	$ 1,088.12	$ 117.16	0.00	$ 1,135.52	Best	Best	0	$ 47.40	4.36%					
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 31.49	$ 46.34	0%	$ -	1.00	$ -	$ -	$ 640.33	$ 504.97	$ 1,191.65	$ 52.89	0.00	$ 1,213.04	-	-	0	-	-					
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73		0%	$ -	1.00	$ -	$ -	$ 670.08	$ 525.25	$ 1,195.34	$ 23.06	0.00	$ 1,233.24	-	-	0	-	-					
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.15	0%	$ -	1.15	$ -	$ -	$ 946.55	$ 444.13	$ 1,393.83	$ -	0.00	$ 1,393.83	-	-	0	-	-					
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 786.89	$ 389.38	$ 1,176.26	$ -	0.00	$ 1,176.26	-	-	0	-	-					
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 712.58	$ 551.62	$ 1,284.55	$ -	0.00	$ 1,284.55	-	-	0	-	-					
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 84.89	$ 99.74	0%	$ -	1.00	$ -	$ -	$ 626.17	$ 496.86	$ 1,222.77	$ 142.57	0.00	$ 1,280.45	Best	Best	0	$ 57.68	4.72%					
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 28.58	0%	$ -	1.00	$ -	$ -	$ 745.17	$ 548.57	$ 1,322.32	$ 23.06	0.00	$ 1,331.65	-	-	0	-	-					
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 920.48	$ 447.17	$ 1,367.65	$ -	0.00	$ 1,367.65	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 790.50	$ 577.98	$ 1,388.83	$ -	0.00	$ 1,388.83	-	-	0	-	-					
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 20.35	0%	$ -	1.00	$ -	$ -	$ 807.50	$ 592.18	$ 1,420.03	$ -	0.00	$ 1,420.03	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 89.54	$ 104.39	0%	$ -	1.00	$ -	$ -	$ 752.25	$ 594.20	$ 1,450.84	$ 150.37	0.00	$ 1,511.68	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 35.93	$ 64.78	0%	$ -	1.00	$ -	$ -	$ 837.25	$ 625.64	$ 1,527.67	$ 60.35	0.00	$ 1,552.08	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 13.73	$ 60.58	0%	$ -	1.00	$ -	$ -	$ 854.25	$ 642.88	$ 1,557.71	$ 23.06	0.00	$ 1,567.04	-	-	0	-	-					
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.15	0%	$ -	1.00	$ -	$ -	$ 801.83	$ 617.53	$ 1,422.51	$ -	0.00	$ 1,422.51	Best	Best	0	$ -	0.00%					
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 52.35	0%	$ -	1.00	$ -	$ -	$ 920.83	$ 678.37	$ 1,651.55	$ -	0.00	$ 1,651.55	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 413.62	$ 235.25	$ 668.60	$ 23.06	0.00	$ 677.93	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 47.33	$ 53.33	0%	$ -	1.00	$ -	$ -	$ 324.42	$ 253.50	$ 631.24	$ 79.48	0.00	$ 663.40	Best	Best	0	$ 32.15	5.09%					
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 399.50	$ 280.88	$ 700.11	$ 23.06	0.00	$ 709.44	-	-	0	-	-					
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 383.92	$ 288.99	$ 692.64	$ 23.06	0.00	$ 701.97	-	-	0	-	-					
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 527.85	$ 245.39	$ 773.24	$ -	0.00	$ 773.24	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 544.14	$ 241.33	$ 785.47	$ -	0.00	$ 785.47	-	-	0	-	-					
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 495.27	$ 239.30	$ 734.57	$ -	0.00	$ 734.57	-	-	0	-	-					
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 444.83	$ 330.56	$ 790.65	$ -	0.00	$ 790.65	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 400.22	$ 221.05	$ 641.00	$ 23.06	0.00	$ 650.33	-	-	0	-	-					
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 49.02	$ 55.02	0%	$ -	1.00	$ -	$ -	$ 298.92	$ 232.21	$ 586.14	$ 82.33	0.00	$ 619.45	Best	Best	0	$ 33.31	5.68%					
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 391.00	$ 283.92	$ 694.65	$ 23.06	0.00	$ 703.98	-	-	0	-	-					
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 375.42	$ 292.03	$ 687.18	$ 23.06	0.00	$ 696.51	-	-	0	-	-					
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 514.82	$ 231.19	$ 746.01	$ -	0.00	$ 746.01	-	-	0	-	-					
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 531.11	$ 227.14	$ 758.24	$ -	0.00	$ 758.24	-	-	0	-	-					
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 570.21	$ 288.99	$ 859.20	$ -	0.00	$ 859.20	-	-	0	-	-					
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 436.33	$ 333.61	$ 785.19	$ -	0.00	$ 785.19	-	-	0	-	-					
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.15	$ -	$ -	$ 613.19	$ 323.47	$ 956.39	$ 23.06	0.00	$ 965.72	-	-	0	-	-					
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 66.78	$ 72.78	0%	$ -	1.00	$ -	$ -	$ 410.83	$ 319.41	$ 803.03	$ 112.16	0.00	$ 848.40	Best	Best	0	$ 45.37	5.65%					
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 13.73	$ 19.73	0%	$ -	1.00	$ -	$ -	$ 515.67	$ 400.53	$ 935.93	$ 23.06	0.00	$ 945.26	-	-	0	-	-					
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 29.74	$ 35.74	0%	$ -	1.00	$ -	$ -	$ 485.92	$ 379.24	$ 900.89	$ 49.95	0.00	$ 921.10	-	-	0	-	-					
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 708.69	$ 322.45	$ 1,031.14	$ -	0.00	$ 1,031.14	-	-	0	-	-					
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 723.35	$ 319.41	$ 1,042.76	$ -	0.00	$ 1,042.76	-	-	0	-	-					
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 570.92	$ 438.05	$ 1,024.21	$ -	0.00	$ 1,024.21	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 49.60	$ 55.60	0%	$ -	1.15	$ -	$ -	$ 599.71	$ 374.17	$ 1,029.48	$ 83.31	0.00	$ 1,063.18	-	-	0	-	-					
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 84.89	$ 90.89	0%	$ -	1.00	$ -	$ -	$ 478.83	$ 376.19	$ 945.92	$ 142.57	0.00	$ 1,003.60	Best	Best	0	$ 57.68	6.10%					
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 49.60	$ 55.60	0%	$ -	1.00	$ -	$ -	$ 566.67	$ 429.94	$ 1,052.21	$ 83.31	0.00	$ 1,085.91	-	-	0	-	-					
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.00	0%	$ -	1.00	$ -	$ -	$ 694.17	$ 430.95	$ 1,131.12	$ -	0.00	$ 1,131.12	-	-	0	-	-					
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 887.90	$ 382.28	$ 1,270.17	$ -	0.00	$ 1,270.17	-	-	0	-	-					
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 847.17	$ 377.21	$ 1,224.37	$ -	0.00	$ 1,224.37	-	-	0	-	-					
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 15.25	0%	$ -	1.00	$ -	$ -	$ 637.50	$ 464.41	$ 1,117.16	$ -	0.00	$ 1,117.16	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 89.54	$ 95.54	0%	$ -	1.00	$ -	$ -	$ 621.92	$ 477.59	$ 1,195.05	$ 150.37	0.00	$ 1,255.88	Best	Best	0	$ 60.84	5.09%					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 35.93	$ 55.93	0%	$ -	1.00	$ -	$ -	$ 689.92	$ 501.93	$ 1,247.78	$ 60.35	0.00	$ 1,272.19	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 49.02	$ 63.02	0%	$ -	1.00	$ -	$ -	$ 685.67	$ 497.87	$ 1,246.56	$ 82.33	0.00	$ 1,279.87	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 974.24	$ 480.64	$ 1,486.88	$ -	0.00	$ 1,486.88	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 18.37	$ 56.37	0%	$ -	1.00	$ -	$ -	$ 695.58	$ 524.24	$ 1,276.19	$ 30.86	0.00	$ 1,288.68	-	-	0	-	-					
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 4.64	$ 57.89	0%	$ -	1.00	$ -	$ -	$ 752.25	$ 561.76	$ 1,371.90	$ 7.80	0.00	$ 1,375.05	-	-	0	-	-					
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 32.25	$ 87.30	0%	$ -	1.00	$ -	$ -	$ 255.00	$ 180.49	$ 522.79	$ 54.16	0.00	$ 544.71	Best	Best	0	$ 21.91	4.19%					
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 4.64	$ 59.69	0%	$ -	1.15	$ -	$ -	$ 483.86	$ 180.49	$ 724.05	$ 7.80	0.00	$ 727.20	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 56.52	$ 111.57	0%	$ -	1.00	$ -	$ -	$ 253.58	$ 185.56	$ 550.71	$ 94.92	0.00	$ 589.12	-	-	0	-	-					
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 8.74	$ 79.04	0%	$ -	1.15	$ -	$ -	$ 415.44	$ 189.62	$ 684.10	$ 14.68	0.00	$ 690.04	-	-	0	-	-					
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 32.25	$ 202.30	0%	$ -	1.00	$ -	$ -	$ 260.67	$ 180.49	$ 643.46	$ 54.16	0.00	$ 665.37	-	-	0	-	-					
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 68.78	$ 123.83	0%	$ -	1.15	$ -	$ -	$ 472.46	$ 181.51	$ 777.80	$ 139.35	0.00	$ 848.37	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 96.39	$ 151.44	0%	$ -	1.00	$ -	$ -	$ 252.17	$ 185.56	$ 589.17	$ 185.72	0.00	$ 678.50	-	-	0	-	-					
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 24.54	$ 94.84	0%	$ -	1.00	$ -	$ -	$ 259.25	$ 190.63	$ 544.72	$ 41.21	0.00	$ 561.39	Best	Best	0	$ 16.67	3.06%					
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 32.25	$ 32.25	0%	$ -	1.00	$ -	$ -	$ 233.75	$ 163.25	$ 429.26	$ 54.16	0.00	$ 451.17	Best	Best	0	$ 21.91	5.10%					
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 416.50	$ 275.81	$ 692.31	$ -	0.00	$ 692.31	-	-	0	-	-					
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 71.16	$ 71.16	0%	$ -	1.00	$ -	$ -	$ 357.00	$ 295.07	$ 723.24	$ 119.52	0.00	$ 771.59	Best	Best	0	$ 48.35	6.69%					
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 459.00	$ 340.70	$ 799.70	$ -	0.00	$ 799.70	-	-	0	-	-					
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 566.95	$ 281.89	$ 848.84	$ -	0.00	$ 848.84	-	-	0	-	-					
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 29.10	$ 29.10	0%	$ -	1.00	$ -	$ -	$ 216.75	$ 150.07	$ 395.92	$ 48.87	0.00	$ 415.69	Best	Best	0	$ 19.77	4.99%					
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.22	$ 2.22	0%	$ -	1.00	$ -	$ -	$ 8,583.58	$ 158.18	$ 8,743.99	$ 3.73	0.00	$ 8,745.50	-	-	0	-	-					
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 425.00	$ 315.35	$ 762.85	$ -	0.00	$ 762.85	-	-	0	-	-					
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 83.73	$ 83.73	0%	$ -	1.00	$ -	$ -	$ 466.08	$ 375.18	$ 924.99	$ 140.61	0.00	$ 981.88	-	-	0	-	-					
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 16.01	$ 38.51	0%	$ -	1.00	$ -	$ -	$ 451.92	$ 339.69	$ 830.12	$ 26.89	0.00	$ 840.99	Best	Best	0	$ 10.88	1.31%					
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 461.83	$ 359.97	$ 844.30	$ -	0.00	$ 844.30	-	-	0	-	-					
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 101.84	$ 101.84	0%	$ -	1.00	$ -	$ -	$ 546.83	$ 440.08	$ 1,088.75	$ 171.03	0.00	$ 1,157.94	-	-	0	-	-					
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 34.12	$ 56.62	0%	$ -	1.00	$ -	$ -	$ 555.33	$ 405.60	$ 1,017.55	$ 57.30	0.00	$ 1,040.74	-	-	0	-	-					
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 22.50	0%	$ -	1.00	$ -	$ -	$ 535.50	$ 385.32	$ 943.32	$ -	0.00	$ 943.32	Best	Best	0	$ -	0.00%					
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 28.28	$ 28.28	0%	$ -	1.00	$ -	$ -	$ 219.58	$ 164.27	$ 412.13	$ 47.49	0.00	$ 431.34	Best	Best	0	$ 19.21	4.66%					
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 313.08	$ 209.90	$ 522.98	$ -	0.00	$ 522.98	-	-	0	-	-					
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -

Best Route Choice Analysis Results

Class 5H **Tolls By Mail**

			Impacts on Drivers as a Function of Value of Time																	
			Value of time $/h = 30			Value of time $/h = 40			Value of time $/h = 50			Value of time $/h = 65			Value of time $/h = 75			Value of time $/h = 85		
Origin	Destination	Route	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes	Best (Base)	Best (New)	Route Changes
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	-	Best	1	-	Best	1
Manchester, NH	Skaneateles	I-90 (Exit 34A)	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1	Best	-	1
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	US-20 (from w of Boston)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0
Manchester, NH	Syracuse	VT-9 and US-20	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0
Manchester, NH	Syracuse	MA-2 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Syracuse	US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 (Exit 46)	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Rochester	VT-9, US-20, NY 104	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-90 (Exit 51)	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	US - 20(VT-9)	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90	-	-	0	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	Best	Best	0	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-90 (Exit 36)	-	-	0	-	-	0	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	NY-145 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US-20 (entire route)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	US - 20 and I-88	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-90 (Exit 45)	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-90	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	NY-5 and US-20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	US - 20	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	Best	-	1	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	-	Best	1	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Albany	Buffalo	I-90	-	-	0	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	-	-	0	-	-	0	-	Best	1	-	-	0	-	-	0	-	-	0
Albany	Buffalo	US20	Best	Best	0	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	Best	-	1	Best	-	1	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	-	Best	1	-	Best	1	-	Best	1	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I-90 (Exit 46 to PA Line)	Best	-	1	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
Rochester	Erie	I390 and I86 (I390,408,19,I86)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	-	Best	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I-81(I81,I690,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0
Binghamton	Batavia	I390 (I86,I390,63)	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0	Best	Best	0
				Changes	5		Changes	5		Changes	5		Changes	2		Changes	2		Changes	1
				Average Delta			Average Delta			Average Delta			Average Delta			Average Delta			Average Delta	
				$ 9.08	2.20%		$ 11.67	2.42%		$ 14.53	2.65%		$ 20.28	3.09%		$ 22.24	3.13%		$ 23.31	3.07%

Value of Time $/h = 30

Class 5H Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors								Cost/h VOT = >> $ 30.00 / Cost/mile $ 1.01			Impacts on Drivers — Value of Time $/h = 30				
Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 191.50	$ 355.91	$ 579.93	$ 23.06	0.00	$ 587.47	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 168.50	$ 373.15	$ 612.14	$ 79.47	0.00	$ 638.12	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 190.00	$ 396.47	$ 618.99	$ 23.06	0.00	$ 626.53	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 412.70	$ 633.22	$ 23.06	0.00	$ 640.75	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 235.18	$ 332.59	$ 571.27	$ -	0.00	$ 571.27	Best	Best	0	$ -	0.00%
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 283.48	$ 369.10	$ 656.07	$ -	0.00	$ 656.07	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 205.50	$ 443.12	$ 674.37	$ -	0.00	$ 674.37	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 212.14	$ 341.72	$ 586.38	$ 23.06	0.00	$ 593.92	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 399.52	$ 616.03	$ 23.06	0.00	$ 623.57	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 154.50	$ 351.86	$ 578.76	$ 82.31	0.00	$ 605.67	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 210.45	$ 295.07	$ 509.02	$ -	0.00	$ 509.02	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 231.73	$ 328.54	$ 563.76	$ -	0.00	$ 563.76	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 279.45	$ 353.89	$ 636.84	$ -	0.00	$ 636.84	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 198.50	$ 441.09	$ 735.43	$ 117.14	0.00	$ 773.73	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 226.00	$ 504.97	$ 783.56	$ 52.88	0.00	$ 800.85	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 236.50	$ 525.25	$ 761.75	$ 23.06	0.00	$ 801.81	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 334.08	$ 444.13	$ 781.71	$ -	0.00	$ 781.71	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 277.73	$ 389.38	$ 667.10	$ -	0.00	$ 667.10	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 251.50	$ 551.62	$ 828.87	$ -	0.00	$ 828.87	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 221.00	$ 496.86	$ 830.81	$ 142.55	0.00	$ 877.41	-	-	0	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 263.00	$ 548.57	$ 844.09	$ 23.06	0.00	$ 851.63	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 324.88	$ 447.17	$ 772.05	$ -	0.00	$ 772.05	Best	Best	0	$ -	0.00%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 279.00	$ 577.98	$ 882.73	$ -	0.00	$ 882.73	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 285.00	$ 592.18	$ 902.93	$ -	0.00	$ 902.93	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 594.20	$ 977.90	$ 150.35	0.00	$ 1,027.06	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 295.50	$ 625.64	$ 992.75	$ 60.34	0.00	$ 1,012.48	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407)	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 301.50	$ 642.88	$ 1,016.89	$ 23.06	0.00	$ 1,024.43	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 283.00	$ 617.53	$ 904.03	$ -	0.00	$ 904.03	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 678.37	$ 1,069.12	$ -	0.00	$ 1,069.12	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 145.98	$ 235.25	$ 403.65	$ 23.06	0.00	$ 411.19	Best	Best	0	$ 7.54	1.87%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 114.50	$ 253.50	$ 428.39	$ 79.47	0.00	$ 454.37	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 141.00	$ 280.88	$ 444.30	$ 23.06	0.00	$ 451.83	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 135.50	$ 288.99	$ 446.91	$ 23.06	0.00	$ 454.45	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 186.30	$ 245.39	$ 431.69	$ -	0.00	$ 431.69	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 192.05	$ 241.33	$ 433.38	$ -	0.00	$ 433.38	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 174.80	$ 239.30	$ 414.10	$ -	0.00	$ 414.10	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 157.00	$ 330.56	$ 507.56	$ -	0.00	$ 507.56	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 141.25	$ 221.05	$ 384.72	$ 23.06	0.00	$ 392.26	Best	Best	0	$ 7.54	1.96%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 105.50	$ 232.21	$ 400.01	$ 82.31	0.00	$ 426.92	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 138.00	$ 283.92	$ 444.34	$ 23.06	0.00	$ 451.88	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 132.50	$ 292.03	$ 446.95	$ 23.06	0.00	$ 454.49	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 181.70	$ 231.19	$ 412.89	$ -	0.00	$ 412.89	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 187.45	$ 227.14	$ 414.59	$ -	0.00	$ 414.59	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 201.25	$ 288.99	$ 490.24	$ -	0.00	$ 490.24	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 154.00	$ 333.61	$ 507.61	$ -	0.00	$ 507.61	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 216.42	$ 323.47	$ 562.30	$ 23.06	0.00	$ 569.84	-	Best	1	$ 23.06	4.10%
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 145.00	$ 319.41	$ 546.79	$ 112.14	0.00	$ 583.45	Best	-	1	-	-
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 182.00	$ 400.53	$ 604.95	$ 23.06	0.00	$ 612.49	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 171.50	$ 379.24	$ 591.25	$ 49.94	0.00	$ 607.57	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 250.13	$ 322.45	$ 572.58	$ -	0.00	$ 572.58	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 255.30	$ 319.41	$ 574.71	$ -	0.00	$ 574.71	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 201.50	$ 438.05	$ 659.55	$ -	0.00	$ 659.55	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 211.66	$ 374.17	$ 648.79	$ 83.30	0.00	$ 676.02	-	Best	1	$ 27.99	4.31%
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 169.00	$ 376.19	$ 648.04	$ 142.55	0.00	$ 694.65	Best	-	1	-	-
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 429.94	$ 692.90	$ 83.30	0.00	$ 720.13	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 430.95	$ 682.85	$ -	0.00	$ 682.85	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 313.38	$ 382.28	$ 695.65	$ -	0.00	$ 695.65	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 299.00	$ 377.21	$ 676.21	$ -	0.00	$ 676.21	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 464.41	$ 709.41	$ -	0.00	$ 709.41	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 219.50	$ 477.59	$ 805.19	$ 150.35	0.00	$ 854.35	Best	-	1	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 243.50	$ 501.93	$ 806.94	$ 60.34	0.00	$ 826.67	-	Best	1	$ 21.48	2.66%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 242.00	$ 497.87	$ 809.28	$ 82.31	0.00	$ 836.19	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 343.85	$ 480.64	$ 856.49	$ -	0.00	$ 856.49	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 245.50	$ 524.24	$ 837.40	$ 30.85	0.00	$ 847.49	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 265.50	$ 561.76	$ 899.40	$ 7.80	0.00	$ 901.95	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 90.00	$ 180.49	$ 361.99	$ 54.16	0.00	$ 379.70	Best	Best	0	$ 17.71	4.89%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 170.78	$ 180.49	$ 411.57	$ 7.80	0.00	$ 414.12	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 89.50	$ 185.56	$ 393.99	$ 94.91	0.00	$ 425.02	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 146.63	$ 189.62	$ 421.17	$ 14.68	0.00	$ 425.97	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 92.00	$ 180.49	$ 478.99	$ 54.16	0.00	$ 496.70	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 166.75	$ 181.51	$ 481.06	$ 139.35	0.00	$ 542.66	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 89.00	$ 185.56	$ 438.57	$ 185.71	0.00	$ 515.32	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 91.50	$ 190.63	$ 384.92	$ 41.21	0.00	$ 398.39	Best	Best	0	$ 13.47	3.50%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 82.50	$ 163.25	$ 282.20	$ 54.16	0.00	$ 299.91	Best	Best	0	$ 17.71	6.27%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.00	$ 275.81	$ 422.81	$ -	0.00	$ 422.81	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 126.00	$ 295.07	$ 501.50	$ 119.50	0.00	$ 540.57	-	-	0	-	-
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 162.00	$ 340.70	$ 502.70	$ -	0.00	$ 502.70	-	-	0	-	-
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 200.10	$ 281.89	$ 481.99	$ -	0.00	$ 481.99	Best	Best	0	$ -	0.00%
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 76.50	$ 150.07	$ 259.46	$ 48.86	0.00	$ 275.43	Best	Best	0	$ 15.98	6.16%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 3,029.50	$ 158.18	$ 3,190.19	$ 3.73	0.00	$ 3,191.41	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 315.35	$ 490.35	$ -	0.00	$ 490.35	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 164.50	$ 375.18	$ 634.30	$ 140.59	0.00	$ 680.27	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 159.50	$ 339.69	$ 542.28	$ 26.88	0.00	$ 551.07	Best	-	1	-	-
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 163.00	$ 359.97	$ 547.97	$ -	0.00	$ 547.97	-	Best	1	$ 5.69	1.04%
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 193.00	$ 440.08	$ 748.17	$ 171.01	0.00	$ 804.08	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 405.60	$ 665.16	$ 57.30	0.00	$ 683.90	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 189.00	$ 385.32	$ 599.32	$ -	0.00	$ 599.32	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 31.96	$ 31.96	0%	$ -	1.00	$ -	$ -	$ 77.50	$ 164.27	$ 273.73	$ 47.49	0.00	$ 289.25	Best	-	1	-	-
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 110.50	$ 209.90	$ 320.40	$ -	0.00	$ 320.40	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 124.78	$ 163.25	$ 288.03	$ -	0.00	$ 288.03	-	Best	1	$ 14.30	4.97%
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 29.65	$ 29.65	0%	$ -	1.00	$ -	$ -	$ 86.00	$ 187.59	$ 303.24	$ 44.05	0.00	$ 317.64	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 18.62	$ 18.62	0%	$ -	1.15	$ -	$ -	$ 96.71	$ 167.31	$ 282.64	$ 27.67	0.00	$ 291.68	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 83.00	$ 170.35	$ 253.35	$ -	0.00	$ 253.35	Best	Best	0	$ -	0.00%
																								# Changes	5	Average Delta	
																										$ 9.08	2.20%

Value of Time $/h = 40

Class 5H Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 40.00	Impacts on Drivers						
																								Cost/mile	$ 1.01	Value of Time $/h = 40						
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 255.33	$ 355.91	$ 643.76	$ 23.06	0.00	$ 651.30	Best	-	1	-	-						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 224.67	$ 373.15	$ 668.30	$ 79.47	0.00	$ 694.29	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 253.33	$ 396.47	$ 682.32	$ 23.06	0.00	$ 689.86	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 250.67	$ 412.70	$ 695.88	$ 23.06	0.00	$ 703.42	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 313.57	$ 332.59	$ 649.66	$ -	0.00	$ 649.66	-	Best	1	$ 5.89	0.91%						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 377.97	$ 369.10	$ 750.56	$ -	0.00	$ 750.56	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 274.00	$ 443.12	$ 742.87	$ -	0.00	$ 742.87	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 282.86	$ 341.72	$ 657.09	$ 23.06	0.00	$ 664.63	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 245.33	$ 399.52	$ 677.37	$ 23.06	0.00	$ 684.91	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 206.00	$ 351.86	$ 630.26	$ 82.31	0.00	$ 657.17	-	-	0	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 280.60	$ 295.07	$ 579.17	$ -	0.00	$ 579.17	Best	Best	0	$ -	0.00%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 308.97	$ 328.54	$ 641.00	$ -	0.00	$ 641.00	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 372.60	$ 353.89	$ 729.99	$ -	0.00	$ 729.99	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 264.67	$ 441.09	$ 801.60	$ 117.14	0.00	$ 839.90	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 301.33	$ 504.97	$ 858.90	$ 52.88	0.00	$ 876.19	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 315.33	$ 525.25	$ 840.59	$ 23.06	0.00	$ 880.64	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 445.43	$ 444.13	$ 893.07	$ -	0.00	$ 893.07	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 370.30	$ 389.38	$ 759.68	$ -	0.00	$ 759.68	Best	Best	0	$ -	0.00%						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 335.33	$ 551.62	$ 912.70	$ -	0.00	$ 912.70	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 294.67	$ 496.86	$ 904.47	$ 142.55	0.00	$ 951.08	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 350.67	$ 548.57	$ 931.76	$ 23.06	0.00	$ 939.30	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.17	$ 447.17	$ 880.34	$ -	0.00	$ 880.34	Best	Best	0	$ -	0.00%						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 372.00	$ 577.98	$ 975.73	$ -	0.00	$ 975.73	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 380.00	$ 592.18	$ 997.93	$ -	0.00	$ 997.93	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 594.20	$ 1,066.40	$ 150.35	0.00	$ 1,115.56	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 394.00	$ 625.64	$ 1,091.25	$ 60.34	0.00	$ 1,110.98	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 402.00	$ 642.88	$ 1,117.39	$ 23.06	0.00	$ 1,124.93	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 377.33	$ 617.53	$ 998.36	$ -	0.00	$ 998.36	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 678.37	$ 1,177.45	$ -	0.00	$ 1,177.45	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 194.64	$ 235.25	$ 452.31	$ 23.06	0.00	$ 459.85	Best	Best	0	$ 7.54	1.67%						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 152.67	$ 253.50	$ 466.55	$ 79.47	0.00	$ 492.54	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 188.00	$ 280.88	$ 491.30	$ 23.06	0.00	$ 498.83	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 180.67	$ 288.99	$ 492.07	$ 23.06	0.00	$ 499.61	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 248.40	$ 245.39	$ 493.79	$ -	0.00	$ 493.79	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 256.07	$ 241.33	$ 497.40	$ -	0.00	$ 497.40	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 233.07	$ 239.30	$ 472.37	$ -	0.00	$ 472.37	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 209.33	$ 330.56	$ 559.90	$ -	0.00	$ 559.90	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 188.34	$ 221.05	$ 431.81	$ 23.06	0.00	$ 439.35	Best	Best	0	$ 7.54	1.75%						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 140.67	$ 232.21	$ 435.17	$ 82.31	0.00	$ 462.09	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 184.00	$ 283.92	$ 490.34	$ 23.06	0.00	$ 497.88	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 176.67	$ 292.03	$ 491.12	$ 23.06	0.00	$ 498.65	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 242.27	$ 231.19	$ 473.46	$ -	0.00	$ 473.46	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 249.93	$ 227.14	$ 477.07	$ -	0.00	$ 477.07	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 268.33	$ 288.99	$ 557.32	$ -	0.00	$ 557.32	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 205.33	$ 333.61	$ 558.94	$ -	0.00	$ 558.94	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 288.56	$ 323.47	$ 634.45	$ 23.06	0.00	$ 641.98	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 193.33	$ 319.41	$ 595.12	$ 112.14	0.00	$ 631.78	Best	Best	0	$ 36.67	6.16%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 242.67	$ 400.53	$ 665.61	$ 23.06	0.00	$ 673.15	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 228.67	$ 379.24	$ 648.41	$ 49.94	0.00	$ 664.74	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 322.45	$ 655.95	$ -	0.00	$ 655.95	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 340.40	$ 319.41	$ 659.81	$ -	0.00	$ 659.81	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 268.67	$ 438.05	$ 726.71	$ -	0.00	$ 726.71	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 282.22	$ 374.17	$ 719.34	$ 83.30	0.00	$ 746.58	-	Best	1	$ 42.21	5.87%						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 225.33	$ 376.19	$ 704.37	$ 142.55	0.00	$ 750.98	Best	-	1	-	-						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 266.67	$ 429.94	$ 759.56	$ 83.30	0.00	$ 786.80	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 430.95	$ 764.52	$ -	0.00	$ 764.52	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 417.83	$ 382.28	$ 800.11	$ -	0.00	$ 800.11	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 398.67	$ 377.21	$ 775.87	$ -	0.00	$ 775.87	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 300.00	$ 464.41	$ 784.41	$ -	0.00	$ 784.41	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 292.67	$ 477.59	$ 878.35	$ 150.35	0.00	$ 927.51	Best	-	1	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 324.67	$ 501.93	$ 888.11	$ 60.34	0.00	$ 907.83	-	Best	1	$ 29.48	3.32%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 322.67	$ 497.87	$ 889.94	$ 82.31	0.00	$ 916.86	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 458.47	$ 480.64	$ 971.10	$ -	0.00	$ 971.10	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 327.33	$ 524.24	$ 919.24	$ 30.85	0.00	$ 929.33	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 354.00	$ 561.76	$ 987.90	$ 7.80	0.00	$ 990.45	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 120.00	$ 180.49	$ 391.99	$ 54.16	0.00	$ 409.70	Best	Best	0	$ 17.71	4.52%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 227.70	$ 180.49	$ 468.49	$ 7.80	0.00	$ 471.04	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 119.33	$ 185.56	$ 423.83	$ 94.91	0.00	$ 454.86	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 195.50	$ 189.62	$ 470.05	$ 14.68	0.00	$ 474.85	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 122.67	$ 180.49	$ 509.66	$ 54.16	0.00	$ 527.37	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 222.33	$ 181.51	$ 536.64	$ 139.35	0.00	$ 598.24	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 118.67	$ 185.56	$ 468.23	$ 185.71	0.00	$ 544.99	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 122.00	$ 190.63	$ 415.42	$ 41.21	0.00	$ 428.89	Best	Best	0	$ 13.47	3.24%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 110.00	$ 163.25	$ 309.70	$ 54.16	0.00	$ 327.41	Best	Best	0	$ 17.71	5.72%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 196.00	$ 275.81	$ 471.81	$ -	0.00	$ 471.81	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 168.00	$ 295.07	$ 543.50	$ 119.50	0.00	$ 582.57	Best	-	1	-	-						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 216.00	$ 340.70	$ 556.70	$ -	0.00	$ 556.70	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 266.80	$ 281.89	$ 548.69	$ -	0.00	$ 548.69	-	Best	1	$ 5.19	0.95%						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 102.00	$ 150.07	$ 284.96	$ 48.86	0.00	$ 300.93	Best	Best	0	$ 15.98	5.61%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 4,039.33	$ 158.18	$ 4,200.03	$ 3.73	0.00	$ 4,201.25	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 200.00	$ 315.35	$ 540.35	$ -	0.00	$ 540.35	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 219.33	$ 375.18	$ 689.14	$ 140.59	0.00	$ 735.11	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 212.67	$ 339.69	$ 595.45	$ 26.88	0.00	$ 604.24	Best	-	1	-	-						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 217.33	$ 359.97	$ 602.30	$ -	0.00	$ 602.30	-	Best	1	$ 6.85	1.14%						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 257.33	$ 440.08	$ 812.50	$ 171.01	0.00	$ 868.42	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 261.33	$ 405.60	$ 730.50	$ 57.30	0.00	$ 749.23	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 252.00	$ 385.32	$ 662.32	$ -	0.00	$ 662.32	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 31.96	$ 31.96	0%	$ -	1.00	$ -	$ -	$ 103.33	$ 164.27	$ 299.56	$ 47.49	0.00	$ 315.09	Best	Best	0	$ 15.53	5.18%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 147.33	$ 209.90	$ 357.23	$ -	0.00	$ 357.23	-	-	0	-	-						
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 166.37	$ 163.25	$ 329.62	$ -	0.00	$ 329.62	-	-	0

Value of Time $/h = 50

Class 5H Vehicles Paying with Tolls by Mail

Cost/h VOT = >> $ 50.00 — Impacts on Drivers
Cost/mile $ 1.01 — Value of Time $/h = 50

Origin	Destination	Route	Time hours	Time minutes	Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 319.17	$ 355.91	$ 707.60	$ 23.06	0.00	$ 715.14	Best	Best	0	$ 7.54	1.07%
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 280.83	$ 373.15	$ 724.47	$ 79.47	0.00	$ 750.46	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 316.67	$ 396.47	$ 745.66	$ 23.06	0.00	$ 753.20	-	-	0	-	-
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 313.33	$ 412.70	$ 758.55	$ 23.06	0.00	$ 766.09	-	-	0	-	-
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 391.96	$ 332.59	$ 728.05	$ -	0.00	$ 728.05	-	-	0	-	-
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 472.46	$ 369.10	$ 845.05	$ -	0.00	$ 845.05	-	-	0	-	-
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 342.50	$ 443.12	$ 811.37	$ -	0.00	$ 811.37	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 353.57	$ 341.72	$ 727.80	$ 23.06	0.00	$ 735.34	-	-	0	-	-
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 306.67	$ 399.52	$ 738.70	$ 23.06	0.00	$ 746.24	-	-	0	-	-
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 257.50	$ 351.86	$ 681.76	$ 82.31	0.00	$ 708.67	-	-	0	-	-
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 350.75	$ 295.07	$ 649.32	$ -	0.00	$ 649.32	Best	Best	0	$ -	0.00%
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 386.21	$ 328.54	$ 718.24	$ -	0.00	$ 718.24	-	-	0	-	-
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 465.75	$ 353.89	$ 823.14	$ -	0.00	$ 823.14	-	-	0	-	-
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 330.83	$ 441.09	$ 867.77	$ 117.14	0.00	$ 906.07	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 376.67	$ 504.97	$ 934.23	$ 52.88	0.00	$ 951.52	-	-	0	-	-
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 394.17	$ 525.25	$ 919.42	$ 23.06	0.00	$ 959.47	-	-	0	-	-
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 556.79	$ 444.13	$ 1,004.42	$ -	0.00	$ 1,004.42	-	-	0	-	-
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 462.88	$ 389.38	$ 852.25	$ -	0.00	$ 852.25	Best	Best	0	$ -	0.00%
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 419.17	$ 551.62	$ 996.53	$ -	0.00	$ 996.53	-	-	0	-	-
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 368.33	$ 496.86	$ 978.14	$ 142.55	0.00	$ 1,024.75	Best	-	1	-	-
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 438.33	$ 548.57	$ 1,019.42	$ 23.06	0.00	$ 1,026.96	-	-	0	-	-
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 541.46	$ 447.17	$ 988.63	$ -	0.00	$ 988.63	-	Best	1	$ 10.49	1.06%
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 465.00	$ 577.98	$ 1,068.73	$ -	0.00	$ 1,068.73	-	-	0	-	-
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 475.00	$ 592.18	$ 1,092.93	$ -	0.00	$ 1,092.93	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 442.50	$ 594.20	$ 1,154.90	$ 150.35	0.00	$ 1,204.06	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 492.50	$ 625.64	$ 1,189.75	$ 60.34	0.00	$ 1,209.48	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 502.50	$ 642.88	$ 1,217.89	$ 23.06	0.00	$ 1,225.43	-	-	0	-	-
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 471.67	$ 617.53	$ 1,092.69	$ -	0.00	$ 1,092.69	Best	Best	0	$ -	0.00%
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 541.67	$ 678.37	$ 1,285.78	$ -	0.00	$ 1,285.78	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 243.30	$ 235.25	$ 500.97	$ 23.06	0.00	$ 508.51	Best	Best	0	$ 7.54	1.50%
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 190.83	$ 253.50	$ 504.72	$ 79.47	0.00	$ 530.70	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 235.00	$ 280.88	$ 538.30	$ 23.06	0.00	$ 545.83	-	-	0	-	-
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 225.83	$ 288.99	$ 537.24	$ 23.06	0.00	$ 544.78	-	-	0	-	-
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 310.50	$ 245.39	$ 555.89	$ -	0.00	$ 555.89	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 320.08	$ 241.33	$ 561.42	$ -	0.00	$ 561.42	-	-	0	-	-
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 291.33	$ 239.30	$ 530.64	$ -	0.00	$ 530.64	-	-	0	-	-
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 261.67	$ 330.56	$ 612.23	$ -	0.00	$ 612.23	-	-	0	-	-
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 235.42	$ 221.05	$ 478.89	$ 23.06	0.00	$ 486.43	-	Best	1	$ 16.09	3.36%
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 175.83	$ 232.21	$ 470.34	$ 82.31	0.00	$ 497.25	Best	-	1	-	-
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 230.00	$ 283.92	$ 536.34	$ 23.06	0.00	$ 543.88	-	-	0	-	-
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 220.83	$ 292.03	$ 535.28	$ 23.06	0.00	$ 542.82	-	-	0	-	-
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 302.83	$ 231.19	$ 534.03	$ -	0.00	$ 534.03	-	-	0	-	-
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 312.42	$ 227.14	$ 539.55	$ -	0.00	$ 539.55	-	-	0	-	-
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 335.42	$ 288.99	$ 624.41	$ -	0.00	$ 624.41	-	-	0	-	-
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 256.67	$ 333.61	$ 610.27	$ -	0.00	$ 610.27	-	-	0	-	-
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 360.70	$ 323.47	$ 706.59	$ 23.06	0.00	$ 714.12	-	-	0	-	-
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 241.67	$ 319.41	$ 643.45	$ 112.14	0.00	$ 680.12	Best	Best	0	$ 36.67	5.70%
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 303.33	$ 400.53	$ 726.28	$ 23.06	0.00	$ 733.82	-	-	0	-	-
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 285.83	$ 379.24	$ 705.58	$ 49.94	0.00	$ 721.91	-	-	0	-	-
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 416.88	$ 322.45	$ 739.33	$ -	0.00	$ 739.33	-	-	0	-	-
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 425.50	$ 319.41	$ 744.91	$ -	0.00	$ 744.91	-	-	0	-	-
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 335.83	$ 438.05	$ 793.88	$ -	0.00	$ 793.88	-	-	0	-	-
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 352.77	$ 374.17	$ 789.90	$ 83.30	0.00	$ 817.13	-	-	0	-	-
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 281.67	$ 376.19	$ 760.71	$ 142.55	0.00	$ 807.32	Best	Best	0	$ 46.61	6.13%
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 333.33	$ 429.94	$ 826.23	$ 83.30	0.00	$ 853.47	-	-	0	-	-
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 408.33	$ 430.95	$ 846.18	$ -	0.00	$ 846.18	-	-	0	-	-
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 522.29	$ 382.28	$ 904.57	$ -	0.00	$ 904.57	-	-	0	-	-
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 498.33	$ 377.21	$ 875.54	$ -	0.00	$ 875.54	-	-	0	-	-
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 375.00	$ 464.41	$ 859.41	$ -	0.00	$ 859.41	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 365.83	$ 477.59	$ 951.52	$ 150.35	0.00	$ 1,000.68	Best	-	1	-	-
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 405.83	$ 501.93	$ 969.27	$ 60.34	0.00	$ 989.00	-	Best	1	$ 37.48	3.87%
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 403.33	$ 497.87	$ 970.61	$ 82.31	0.00	$ 997.52	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 573.08	$ 480.64	$ 1,085.72	$ -	0.00	$ 1,085.72	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 409.17	$ 524.24	$ 1,001.07	$ 30.85	0.00	$ 1,011.16	-	-	0	-	-
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 442.50	$ 561.76	$ 1,076.40	$ 7.80	0.00	$ 1,078.95	-	-	0	-	-
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 150.00	$ 180.49	$ 421.99	$ 54.16	0.00	$ 439.70	Best	Best	0	$ 17.71	4.20%
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 284.63	$ 180.49	$ 525.42	$ 7.80	0.00	$ 527.97	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 149.17	$ 185.56	$ 453.66	$ 94.91	0.00	$ 484.69	-	-	0	-	-
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 244.38	$ 189.62	$ 518.92	$ 14.68	0.00	$ 523.72	-	-	0	-	-
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 153.33	$ 180.49	$ 540.33	$ 54.16	0.00	$ 558.03	-	-	0	-	-
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 277.92	$ 181.51	$ 592.23	$ 139.35	0.00	$ 653.82	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 148.33	$ 185.56	$ 497.90	$ 185.71	0.00	$ 574.65	-	-	0	-	-
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 152.50	$ 190.63	$ 445.92	$ 41.21	0.00	$ 459.39	Best	Best	0	$ 13.47	3.02%
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 137.50	$ 163.25	$ 337.20	$ 54.16	0.00	$ 354.91	Best	Best	0	$ 17.71	5.25%
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 245.00	$ 275.81	$ 520.81	$ -	0.00	$ 520.81	-	-	0	-	-
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 210.00	$ 295.07	$ 585.50	$ 119.50	0.00	$ 624.57	Best	-	1	-	-
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 270.00	$ 340.70	$ 610.70	$ -	0.00	$ 610.70	-	Best	1	$ 25.20	4.13%
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 333.50	$ 281.89	$ 615.39	$ -	0.00	$ 615.39	-	-	0	-	-
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 127.50	$ 150.07	$ 310.46	$ 48.86	0.00	$ 326.43	Best	Best	0	$ 15.98	5.15%
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 5,049.17	$ 158.18	$ 5,209.86	$ 3.73	0.00	$ 5,211.08	-	-	0	-	-
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 250.00	$ 315.35	$ 590.35	$ -	0.00	$ 590.35	-	-	0	-	-
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 274.17	$ 375.18	$ 743.97	$ 140.59	0.00	$ 789.94	-	-	0	-	-
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 265.83	$ 339.69	$ 648.62	$ 26.88	0.00	$ 657.41	Best	-	1	-	-
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 271.67	$ 359.97	$ 656.64	$ -	0.00	$ 656.64	-	Best	1	$ 8.02	1.22%
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 321.67	$ 440.08	$ 876.84	$ 171.01	0.00	$ 932.75	-	-	0	-	-
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 326.67	$ 405.60	$ 795.83	$ 57.30	0.00	$ 814.56	-	-	0	-	-
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 315.00	$ 385.32	$ 725.32	$ -	0.00	$ 725.32	Best	Best	0	$ -	0.00%
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 31.96	$ 31.96	0%	$ -	1.00	$ -	$ -	$ 129.17	$ 164.27	$ 325.39	$ 47.49	0.00	$ 340.92	Best	Best	0	$ 15.53	4.77%
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 184.17	$ 209.90	$ 394.06	$ -	0.00	$ 394.06	-	-	0	-	-
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 207.96	$ 163.25	$ 371.21	$ -	0.00	$ 371.21	-	-	0	-	-
Binghamton	Batavia	I-81(I81,I690,I-90)	2	52	185	Exit 39 to Exit 48			100.6	$ 29.65	$ 29.65	0%	$ -	1.00	$ -	$ -	$ 143.33	$ 187.59	$ 360.57	$ 44.05	0.00	$ 374.98	-	-	0	-	-
Binghamton	Batavia	I81 and US20 (I81,NY90,20,I-90)	2	57	165	Exit 42 to Exit 48			63	$ 18.62	$ 18.62	0%	$ -	1.15	$ -	$ -	$ 161.18	$ 167.31	$ 347.11	$ 27.67	0.00	$ 356.15	-	-	0	-	-
Binghamton	Batavia	I390 (I86,I390,63)	2	46	168				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 138.33	$ 170.35	$ 308.69	$ -	0.00	$ 308.69	Best	Best	0	$ -	0.00%

Changes 5 — Average Delta $ 14.53 — 2.65%

Value of Time $/h = 65

Class 5H Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 65.00	Impacts on Drivers						
																								Cost/mile	$ 1.01	Value of Time $/h = 65						
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 414.92	$ 355.91	$ 803.35	$ 23.06	0.00	$ 810.89	Best	Best	0	$ 7.54	0.94%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 365.08	$ 373.15	$ 808.72	$ 79.47	0.00	$ 834.71	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 411.67	$ 396.47	$ 840.66	$ 23.06	0.00	$ 848.20	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 407.33	$ 412.70	$ 852.55	$ 23.06	0.00	$ 860.09	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 509.55	$ 332.59	$ 845.64	$ -	0.00	$ 845.64	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 614.20	$ 369.10	$ 986.79	$ -	0.00	$ 986.79	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 445.25	$ 443.12	$ 914.12	$ -	0.00	$ 914.12	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 459.64	$ 341.72	$ 833.88	$ 23.06	0.00	$ 841.41	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 398.67	$ 399.52	$ 830.70	$ 23.06	0.00	$ 838.24	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 334.75	$ 351.86	$ 759.01	$ 82.31	0.00	$ 785.92	-	-	0	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 455.98	$ 295.07	$ 754.55	$ -	0.00	$ 754.55	Best	Best	0	$ -	0.00%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 502.07	$ 328.54	$ 834.11	$ -	0.00	$ 834.11	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 605.48	$ 353.89	$ 962.86	$ -	0.00	$ 962.86	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 430.08	$ 441.09	$ 967.02	$ 117.14	0.00	$ 1,005.32	Best	-	1	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 489.67	$ 504.97	$ 1,047.23	$ 52.88	0.00	$ 1,064.52	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 512.42	$ 525.25	$ 1,037.67	$ 23.06	0.00	$ 1,077.72	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 723.83	$ 444.13	$ 1,171.46	$ -	0.00	$ 1,171.46	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 601.74	$ 389.38	$ 991.11	$ -	0.00	$ 991.11	-	Best	1	$ 24.10	2.43%						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 544.92	$ 551.62	$ 1,122.28	$ -	0.00	$ 1,122.28	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 478.83	$ 496.86	$ 1,088.64	$ 142.55	0.00	$ 1,135.25	Best	Best	0	$ 46.61	4.28%						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 569.83	$ 548.57	$ 1,150.92	$ 23.06	0.00	$ 1,158.46	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 703.90	$ 447.17	$ 1,151.07	$ -	0.00	$ 1,151.07	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 604.50	$ 577.98	$ 1,208.23	$ -	0.00	$ 1,208.23	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 617.50	$ 592.18	$ 1,235.43	$ -	0.00	$ 1,235.43	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 575.25	$ 594.20	$ 1,287.65	$ 150.35	0.00	$ 1,336.81	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 640.25	$ 625.64	$ 1,337.50	$ 60.34	0.00	$ 1,357.23	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 653.25	$ 642.88	$ 1,368.64	$ 23.06	0.00	$ 1,376.18	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 613.17	$ 617.53	$ 1,234.19	$ -	0.00	$ 1,234.19	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 704.17	$ 678.37	$ 1,448.28	$ -	0.00	$ 1,448.28	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 316.30	$ 235.25	$ 573.96	$ 23.06	0.00	$ 581.50	-	Best	1	$ 19.53	3.40%						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 248.08	$ 253.50	$ 561.97	$ 79.47	0.00	$ 587.95	Best	-	1	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 305.50	$ 280.88	$ 608.80	$ 23.06	0.00	$ 616.33	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 293.58	$ 288.99	$ 604.99	$ 23.06	0.00	$ 612.53	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 403.65	$ 245.39	$ 649.04	$ -	0.00	$ 649.04	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 416.11	$ 241.33	$ 657.44	$ -	0.00	$ 657.44	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 378.73	$ 239.30	$ 618.04	$ -	0.00	$ 618.04	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 340.17	$ 330.56	$ 690.73	$ -	0.00	$ 690.73	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 306.05	$ 221.05	$ 549.52	$ 23.06	0.00	$ 557.06	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 228.58	$ 232.21	$ 523.09	$ 82.31	0.00	$ 550.00	Best	Best	0	$ 26.91	5.15%						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 299.00	$ 283.92	$ 605.34	$ 23.06	0.00	$ 612.88	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 287.08	$ 292.03	$ 601.53	$ 23.06	0.00	$ 609.07	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 393.68	$ 231.19	$ 624.88	$ -	0.00	$ 624.88	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 406.14	$ 227.14	$ 633.28	$ -	0.00	$ 633.28	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 436.04	$ 288.99	$ 725.03	$ -	0.00	$ 725.03	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 333.67	$ 333.61	$ 687.27	$ -	0.00	$ 687.27	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 468.91	$ 323.47	$ 814.80	$ 23.06	0.00	$ 822.33	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 314.17	$ 319.41	$ 715.95	$ 112.14	0.00	$ 752.62	Best	Best	0	$ 36.67	5.12%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 394.33	$ 400.53	$ 817.28	$ 23.06	0.00	$ 824.82	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 371.58	$ 379.24	$ 791.33	$ 49.94	0.00	$ 807.66	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 541.94	$ 322.45	$ 864.39	$ -	0.00	$ 864.39	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 553.15	$ 319.41	$ 872.56	$ -	0.00	$ 872.56	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 436.58	$ 438.05	$ 894.63	$ -	0.00	$ 894.63	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 458.60	$ 374.17	$ 895.73	$ 83.30	0.00	$ 922.96	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 366.17	$ 376.19	$ 845.21	$ 142.55	0.00	$ 891.82	Best	Best	0	$ 46.61	5.51%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 433.33	$ 429.94	$ 926.23	$ 83.30	0.00	$ 953.47	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 530.83	$ 430.95	$ 968.68	$ -	0.00	$ 968.68	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 678.98	$ 382.28	$ 1,061.26	$ -	0.00	$ 1,061.26	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 647.83	$ 377.21	$ 1,025.04	$ -	0.00	$ 1,025.04	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 487.50	$ 464.41	$ 971.91	$ -	0.00	$ 971.91	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 475.58	$ 477.59	$ 1,061.27	$ 150.35	0.00	$ 1,110.43	Best	Best	0	$ 49.16	4.63%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 527.58	$ 501.93	$ 1,091.02	$ 60.34	0.00	$ 1,110.75	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 524.33	$ 497.87	$ 1,091.61	$ 82.31	0.00	$ 1,118.52	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 745.01	$ 480.64	$ 1,257.64	$ -	0.00	$ 1,257.64	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 531.92	$ 524.24	$ 1,123.82	$ 30.85	0.00	$ 1,133.91	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 575.25	$ 561.76	$ 1,209.15	$ 7.80	0.00	$ 1,211.70	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 195.00	$ 180.49	$ 466.99	$ 54.16	0.00	$ 484.70	Best	Best	0	$ 17.71	3.79%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 370.01	$ 180.49	$ 610.80	$ 7.80	0.00	$ 613.35	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 193.92	$ 185.56	$ 498.41	$ 94.91	0.00	$ 529.44	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 317.69	$ 189.62	$ 592.24	$ 14.68	0.00	$ 597.04	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 199.33	$ 180.49	$ 586.33	$ 54.16	0.00	$ 604.03	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 361.29	$ 181.51	$ 675.60	$ 139.35	0.00	$ 737.20	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 192.83	$ 185.56	$ 542.40	$ 185.71	0.00	$ 619.15	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 198.25	$ 190.63	$ 491.67	$ 41.21	0.00	$ 505.14	Best	Best	0	$ 13.47	2.74%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 178.75	$ 163.25	$ 378.45	$ 54.16	0.00	$ 396.16	Best	Best	0	$ 17.71	4.68%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 318.50	$ 275.81	$ 594.31	$ -	0.00	$ 594.31	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 273.00	$ 295.07	$ 648.50	$ 119.50	0.00	$ 687.57	Best	Best	0	$ 39.07	6.02%						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 351.00	$ 340.70	$ 691.70	$ -	0.00	$ 691.70	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 433.55	$ 281.89	$ 715.44	$ -	0.00	$ 715.44	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 165.75	$ 150.07	$ 348.71	$ 48.86	0.00	$ 364.68	Best	Best	0	$ 15.98	4.58%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 6,563.92	$ 158.18	$ 6,724.61	$ 3.73	0.00	$ 6,725.83	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 325.00	$ 315.35	$ 665.35	$ -	0.00	$ 665.35	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 356.42	$ 375.18	$ 826.22	$ 140.59	0.00	$ 872.19	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 345.58	$ 339.69	$ 728.37	$ 26.88	0.00	$ 737.16	Best	Best	0	$ 8.79	1.21%						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 353.17	$ 359.97	$ 738.14	$ -	0.00	$ 738.14	-	-	0	-	-						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 418.17	$ 440.08	$ 973.34	$ 171.01	0.00	$ 1,029.25	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 424.67	$ 405.60	$ 893.83	$ 57.30	0.00	$ 912.56	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 409.50	$ 385.32	$ 819.82	$ -	0.00	$ 819.82	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 31.96	$ 31.96	0%	$ -	1.00	$ -	$ -	$ 167.92	$ 164.27	$ 364.14	$ 47.49	0.00	$ 379.67	Best	Best	0	$ 15.53	4.26%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 239.42	$ 209.90	$ 449.31	$ -	0.00	$ 449.31	-	-	0	-	-						
Rochester	Erie	US 20 and NY5 (I490,33,20,5)	3	37	161			

Value of Time $/h = 75

Class 5H Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors												Cost/h VOT = >>	$ 75.00	Impacts on Drivers						
																								Cost/mile	$ 1.01	Value of Time $/h = 75						
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %						
			hours	minutes																												
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 478.75	$ 355.91	$ 867.18	$ 23.06	0.00	$ 874.72	-	Best	1	$ 9.83	1.13%						
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 421.25	$ 373.15	$ 864.89	$ 79.47	0.00	$ 890.87	Best	-	1	-	-						
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 475.00	$ 396.47	$ 903.99	$ 23.06	0.00	$ 911.53	-	-	0	-	-						
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 470.00	$ 412.70	$ 915.22	$ 23.06	0.00	$ 922.75	-	-	0	-	-						
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 587.94	$ 332.59	$ 924.03	$ -	0.00	$ 924.03	-	-	0	-	-						
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 708.69	$ 369.10	$ 1,081.28	$ -	0.00	$ 1,081.28	-	-	0	-	-						
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 513.75	$ 443.12	$ 982.62	$ -	0.00	$ 982.62	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 530.35	$ 341.72	$ 904.59	$ 23.06	0.00	$ 912.13	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 460.00	$ 399.52	$ 892.03	$ 23.06	0.00	$ 899.57	-	-	0	-	-						
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 386.25	$ 351.86	$ 810.51	$ 82.31	0.00	$ 837.42	Best	-	1	-	-						
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 526.13	$ 295.07	$ 824.70	$ -	0.00	$ 824.70	-	Best	1	$ 14.19	1.72%						
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 579.31	$ 328.54	$ 911.35	$ -	0.00	$ 911.35	-	-	0	-	-						
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 698.63	$ 353.89	$ 1,056.01	$ -	0.00	$ 1,056.01	-	-	0	-	-						
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 496.25	$ 441.09	$ 1,033.18	$ 117.14	0.00	$ 1,071.48	Best	Best	0	$ 38.30	3.71%						
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 565.00	$ 504.97	$ 1,122.56	$ 52.88	0.00	$ 1,139.85	-	-	0	-	-						
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 591.25	$ 525.25	$ 1,116.50	$ 23.06	0.00	$ 1,156.56	-	-	0	-	-						
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 835.19	$ 444.13	$ 1,282.82	$ -	0.00	$ 1,282.82	-	-	0	-	-						
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 694.31	$ 389.38	$ 1,083.69	$ -	0.00	$ 1,083.69	-	-	0	-	-						
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 628.75	$ 551.62	$ 1,206.12	$ -	0.00	$ 1,206.12	-	-	0	-	-						
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 552.50	$ 496.86	$ 1,162.31	$ 142.55	0.00	$ 1,208.91	Best	Best	0	$ 46.61	4.01%						
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 657.50	$ 548.57	$ 1,238.59	$ 23.06	0.00	$ 1,246.13	-	-	0	-	-						
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 812.19	$ 447.17	$ 1,259.36	$ -	0.00	$ 1,259.36	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 697.50	$ 577.98	$ 1,301.23	$ -	0.00	$ 1,301.23	-	-	0	-	-						
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 712.50	$ 592.18	$ 1,330.43	$ -	0.00	$ 1,330.43	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 663.75	$ 594.20	$ 1,376.15	$ 150.35	0.00	$ 1,425.31	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 738.75	$ 625.64	$ 1,436.00	$ 60.34	0.00	$ 1,455.73	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 753.75	$ 642.88	$ 1,469.14	$ 23.06	0.00	$ 1,476.68	-	-	0	-	-						
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 707.50	$ 617.53	$ 1,328.53	$ -	0.00	$ 1,328.53	Best	Best	0	$ -	0.00%						
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 812.50	$ 678.37	$ 1,556.62	$ -	0.00	$ 1,556.62	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 364.96	$ 235.25	$ 622.62	$ 23.06	0.00	$ 630.16	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 286.25	$ 253.50	$ 600.14	$ 79.47	0.00	$ 626.12	Best	Best	0	$ 25.98	4.33%						
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 352.50	$ 280.88	$ 655.80	$ 23.06	0.00	$ 663.33	-	-	0	-	-						
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 338.75	$ 288.99	$ 650.16	$ 23.06	0.00	$ 657.70	-	-	0	-	-						
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 465.75	$ 245.39	$ 711.14	$ -	0.00	$ 711.14	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 480.13	$ 241.33	$ 721.46	$ -	0.00	$ 721.46	-	-	0	-	-						
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 437.00	$ 239.30	$ 676.30	$ -	0.00	$ 676.30	-	-	0	-	-						
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 392.50	$ 330.56	$ 743.06	$ -	0.00	$ 743.06	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 353.13	$ 221.05	$ 596.60	$ 23.06	0.00	$ 604.14	-	-	0	-	-						
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 263.75	$ 232.21	$ 558.26	$ 82.31	0.00	$ 585.17	Best	Best	0	$ 26.91	4.82%						
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 345.00	$ 283.92	$ 651.34	$ 23.06	0.00	$ 658.88	-	-	0	-	-						
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 331.25	$ 292.03	$ 645.70	$ 23.06	0.00	$ 653.24	-	-	0	-	-						
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 454.25	$ 231.19	$ 685.44	$ -	0.00	$ 685.44	-	-	0	-	-						
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 468.63	$ 227.14	$ 695.76	$ -	0.00	$ 695.76	-	-	0	-	-						
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 503.13	$ 288.99	$ 792.12	$ -	0.00	$ 792.12	-	-	0	-	-						
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 385.00	$ 333.61	$ 738.61	$ -	0.00	$ 738.61	-	-	0	-	-						
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 541.05	$ 323.47	$ 886.94	$ 23.06	0.00	$ 894.48	-	-	0	-	-						
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 362.50	$ 319.41	$ 764.29	$ 112.14	0.00	$ 800.95	Best	Best	0	$ 36.67	4.80%						
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 455.00	$ 400.53	$ 877.95	$ 23.06	0.00	$ 885.49	-	-	0	-	-						
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 428.75	$ 379.24	$ 848.50	$ 49.94	0.00	$ 864.82	-	-	0	-	-						
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 625.31	$ 322.45	$ 947.76	$ -	0.00	$ 947.76	-	-	0	-	-						
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 638.25	$ 319.41	$ 957.66	$ -	0.00	$ 957.66	-	-	0	-	-						
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 503.75	$ 438.05	$ 961.80	$ -	0.00	$ 961.80	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 529.16	$ 374.17	$ 966.28	$ 83.30	0.00	$ 993.52	-	-	0	-	-						
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 422.50	$ 376.19	$ 901.54	$ 142.55	0.00	$ 948.15	Best	Best	0	$ 46.61	5.17%						
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 500.00	$ 429.94	$ 992.90	$ 83.30	0.00	$ 1,020.13	-	-	0	-	-						
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 612.50	$ 430.95	$ 1,050.35	$ -	0.00	$ 1,050.35	-	-	0	-	-						
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 783.44	$ 382.28	$ 1,165.72	$ -	0.00	$ 1,165.72	-	-	0	-	-						
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 747.50	$ 377.21	$ 1,124.71	$ -	0.00	$ 1,124.71	-	-	0	-	-						
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 562.50	$ 464.41	$ 1,046.91	$ -	0.00	$ 1,046.91	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 548.75	$ 477.59	$ 1,134.44	$ 150.35	0.00	$ 1,183.60	Best	Best	0	$ 49.16	4.33%						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 608.75	$ 501.93	$ 1,172.19	$ 60.34	0.00	$ 1,191.92	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 605.00	$ 497.87	$ 1,172.28	$ 82.31	0.00	$ 1,199.19	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 859.63	$ 480.64	$ 1,372.26	$ -	0.00	$ 1,372.26	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 613.75	$ 524.24	$ 1,205.65	$ 30.85	0.00	$ 1,215.74	-	-	0	-	-						
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 663.75	$ 561.76	$ 1,297.65	$ 7.80	0.00	$ 1,300.20	-	-	0	-	-						
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 225.00	$ 180.49	$ 496.99	$ 54.16	0.00	$ 514.70	Best	Best	0	$ 17.71	3.56%						
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 426.94	$ 180.49	$ 667.73	$ 7.80	0.00	$ 670.28	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 223.75	$ 185.56	$ 528.24	$ 94.91	0.00	$ 559.27	-	-	0	-	-						
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 366.56	$ 189.62	$ 641.11	$ 14.68	0.00	$ 645.91	-	-	0	-	-						
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 230.00	$ 180.49	$ 616.99	$ 54.16	0.00	$ 634.70	-	-	0	-	-						
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 416.88	$ 181.51	$ 731.18	$ 139.35	0.00	$ 792.78	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 222.50	$ 185.56	$ 572.07	$ 185.71	0.00	$ 648.82	-	-	0	-	-						
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 228.75	$ 190.63	$ 522.17	$ 41.21	0.00	$ 535.64	Best	Best	0	$ 13.47	2.58%						
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 206.25	$ 163.25	$ 405.95	$ 54.16	0.00	$ 423.66	Best	Best	0	$ 17.71	4.36%						
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 367.50	$ 275.81	$ 643.31	$ -	0.00	$ 643.31	-	-	0	-	-						
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 315.00	$ 295.07	$ 690.50	$ 119.50	0.00	$ 729.57	Best	Best	0	$ 39.07	5.66%						
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 405.00	$ 340.70	$ 745.70	$ -	0.00	$ 745.70	-	-	0	-	-						
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 500.25	$ 281.89	$ 782.14	$ -	0.00	$ 782.14	-	-	0	-	-						
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 191.25	$ 150.07	$ 374.21	$ 48.86	0.00	$ 390.18	Best	Best	0	$ 15.98	4.27%						
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 7,573.75	$ 158.18	$ 7,734.44	$ 3.73	0.00	$ 7,735.66	-	-	0	-	-						
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 375.00	$ 315.35	$ 715.35	$ -	0.00	$ 715.35	-	-	0	-	-						
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 411.25	$ 375.18	$ 881.05	$ 140.59	0.00	$ 927.02	-	-	0	-	-						
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 398.75	$ 339.69	$ 781.53	$ 26.88	0.00	$ 790.32	Best	Best	0	$ 8.79	1.12%						
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 407.50	$ 359.97	$ 792.47	$ -	0.00	$ 792.47	-	-	0	-	-						
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 482.50	$ 440.08	$ 1,037.67	$ 171.01	0.00	$ 1,093.58	-	-	0	-	-						
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 490.00	$ 405.60	$ 959.16	$ 57.30	0.00	$ 977.90	-	-	0	-	-						
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 472.50	$ 385.32	$ 882.82	$ -	0.00	$ 882.82	Best	Best	0	$ -	0.00%						
Rochester	Erie	I-90 (Exit 46 to PA Line)	2	35	162	Exit 47 to Exit 50 & Lackawanna to Pa Line			124.4	$ 31.96	$ 31.96	0%	$ -	1.00	$ -	$ -	$ 193.75	$ 164.27	$ 389.98	$ 47.49	0.00	$ 405.50	Best	Best	0	$ 15.53	3.98%						
Rochester	Erie	I390 and I86 (I390,408,19,I86)	3	41	207				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 276.25	$ 209.90	$ 486.15	$ -	0.00	$ 486.15	-	-	0	-	-						
Rochester	Erie	US 20 and

Value of Time $/h = 85

Class 5H Vehicles Paying with Tolls by Mail

						Additional Route Detail				Toll Rates		Impact Factors																										
Origin	Destination	Route	Time		Distance (Mi)	NYSTA Exit to Exit	MassDOT Toll	NHDOT Toll	NYSTA Dist	NYSTA Toll (Total)	Total Trip Toll	Volume Discount	Tax Credit/mile	Traffic Light Delay	Volume Discount	Veh Mile Tax Credit	Cost of Time	Cost of Distance	Current Trip Cost	New Increased NY Toll	New Vol Disc w/Increased NY Toll	New Increased Total Trip Cost	Best (Base)	Best (New)	Route Changes	Delta ($)	Delta %										
			hours	minutes																																
Manchester, NH	Skaneateles	I-90 and US-20(w of Albany)	6	23	351	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 542.58	$ 355.91	$ 931.01	$ 23.06	0.00	$ 938.55	-	Best	1	$ 17.50	1.88%										
Manchester, NH	Skaneateles	I-90 (Exit 34A)	5	37	368	Ma Line to Exit 34A	Exit 10 to NYSTA	I-293 to Mass line	166.3	$ 53.49	$ 70.49	0%	$ -	1.00	$ -	$ -	$ 477.42	$ 373.15	$ 921.05	$ 79.47	0.00	$ 947.04	Best	-	1	-	-										
Manchester, NH	Skaneateles	I-90 and I-88(NY 41,I-81)	6	20	391	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 538.33	$ 396.47	$ 967.32	$ 23.06	0.00	$ 974.86	-	-	0	-	-										
Manchester, NH	Skaneateles	I-90 and I-88 (to I-81)	6	16	407	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 532.67	$ 412.70	$ 977.88	$ 23.06	0.00	$ 985.42	-	-	0	-	-										
Manchester, NH	Skaneateles	MA-2 and US-20 (I-90 thru Albany)	6	49	328			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 666.33	$ 332.59	$ 1,002.42	$ -	0.00	$ 1,002.42	-	-	0	-	-										
Manchester, NH	Skaneateles	US-20 (from w of Boston)	8	13	364			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 803.18	$ 369.10	$ 1,175.78	$ -	0.00	$ 1,175.78	-	-	0	-	-										
Manchester, NH	Skaneateles	I-84 (I-84,NBB,I-86, I-81)	6	51	437		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 582.25	$ 443.12	$ 1,051.12	$ -	0.00	$ 1,051.12	-	-	0	-	-										
Manchester, NH	Syracuse	I-90 and US-20	6	16	337	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.15	$ -	$ -	$ 601.07	$ 341.72	$ 975.30	$ 23.06	0.00	$ 982.84	-	-	0	-	-										
Manchester, NH	Syracuse	I-90 and I-88(NY 41,I-81)	6	8	394	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 521.33	$ 399.52	$ 953.37	$ 23.06	0.00	$ 960.91	-	-	0	-	-										
Manchester, NH	Syracuse	I-90 (Exit 36)	5	9	347	Ma Line to Exit 36	Exit 10 to NYSTA	I-293 to Mass line	172.6	$ 55.40	$ 72.40	0%	$ -	1.00	$ -	$ -	$ 437.75	$ 351.86	$ 862.01	$ 82.31	0.00	$ 888.92	Best	Best	0	$ 26.91	3.12%										
Manchester, NH	Syracuse	VT-9 and US-20	6	6	291			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 596.28	$ 295.07	$ 894.85	$ -	0.00	$ 894.85	-	-	0	-	-										
Manchester, NH	Syracuse	MA-2 and US-20	6	43	324			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 656.55	$ 328.54	$ 988.59	$ -	0.00	$ 988.59	-	-	0	-	-										
Manchester, NH	Syracuse	US-20	8	6	349			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 791.78	$ 353.89	$ 1,149.16	$ -	0.00	$ 1,149.16	-	-	0	-	-										
Manchester, NH	Rochester	I-90 (Exit 46)	6	37	435	Ma Line to Exit 46	Exit 10 to NYSTA	I-293 to Mass line	252.1	$ 78.84	$ 95.84	0%	$ -	1.00	$ -	$ -	$ 562.42	$ 441.09	$ 1,099.35	$ 117.14	0.00	$ 1,137.65	Best	Best	0	$ 38.30	3.48%										
Manchester, NH	Rochester	I-90 and I-88 (I-81, I-90)	7	32	498	Ma Line to Exit 25A & Exit 36 to Exit 45	Exit 10 to NYSTA	I-293 to Mass line	117.6	$ 35.59	$ 52.59	0%	$ -	1.00	$ -	$ -	$ 640.33	$ 504.97	$ 1,197.90	$ 52.88	0.00	$ 1,215.19	-	-	0	-	-										
Manchester, NH	Rochester	I-90 and I-88 (I-86, I-390)	7	53	518	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52		0%	$ -	1.00	$ -	$ -	$ 670.08	$ 525.25	$ 1,195.34	$ 23.06	0.00	$ 1,235.39	-	-	0	-	-										
Manchester, NH	Rochester	US-20 (Incl I-90 thru Albany)	9	41	438			I-293 to Mass line	0	$ -	$ 3.50	0%	$ -	1.15	$ -	$ -	$ 946.55	$ 444.13	$ 1,394.18	$ -	0.00	$ 1,394.18	-	-	0	-	-										
Manchester, NH	Rochester	VT-9, US-20, NY 104	8	3	384				0	$ -		0%	$ -	1.15	$ -	$ -	$ 786.89	$ 389.38	$ 1,176.26	$ -	0.00	$ 1,176.26	-	-	0	-	-										
Manchester, NH	Rochester	I-84 (I-84,NBB,I-86,I-390)	8	23	544		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 712.58	$ 551.62	$ 1,289.95	$ -	0.00	$ 1,289.95	-	-	0	-	-										
Manchester, NH	Buffalo	I-90 (Exit 51)	7	22	490	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 95.95	$ 112.95	0%	$ -	1.00	$ -	$ -	$ 626.17	$ 496.86	$ 1,235.97	$ 142.55	0.00	$ 1,282.58	Best	Best	0	$ 46.61	3.77%										
Manchester, NH	Buffalo	I-90 and I-88(I-86,I-390,36,20A)	8	46	541	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 32.52	0%	$ -	1.00	$ -	$ -	$ 745.17	$ 548.57	$ 1,326.26	$ 23.06	0.00	$ 1,333.80	-	-	0	-	-										
Manchester, NH	Buffalo	US - 20(VT-9)	9	25	441				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 920.48	$ 447.17	$ 1,367.65	$ -	0.00	$ 1,367.65	-	-	0	-	-										
Manchester, NH	Buffalo	I-84 and NY-17(I-84,NBB,I-86,I-390,NY36,20A)	9	18	570		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 790.50	$ 577.98	$ 1,394.23	$ -	0.00	$ 1,394.23	-	-	0	-	-										
Manchester, NH	Buffalo	I-84 (I-84,NBB,I-86,I-390,NY36,20A)	9	30	584		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 25.75	0%	$ -	1.00	$ -	$ -	$ 807.50	$ 592.18	$ 1,425.43	$ -	0.00	$ 1,425.43	-	-	0	-	-										
Manchester, NH	Brampton (Ontario)	I-90 (Exit 50, I290, I190, GIB)	8	51	586	Ma Line to Williamsville	Exit 10 to NYSTA	I-293 to Mass line	310	$ 101.19	$ 118.19	0%	$ -	1.00	$ -	$ -	$ 752.25	$ 594.20	$ 1,464.65	$ 150.35	0.00	$ 1,513.81	-	-	0	-	-										
Manchester, NH	Brampton (Ontario)	I - 90 and ON-401(via NY 12, I-81, TIB)	9	51	617	Ma Line to Exit 31	Exit 10 to NYSTA	I-293 to Mass line	122.5	$ 40.61	$ 71.61	0%	$ -	1.00	$ -	$ -	$ 837.25	$ 625.64	$ 1,534.50	$ 60.34	0.00	$ 1,554.23	-	-	0	-	-										
Manchester, NH	Brampton (Ontario)	I-88 & I-90(I-88, I-86,I390,NY36,63,I-90,I290,I190,405,407	10	3	634	Ma Line to Exit 25A	Exit 10 to NYSTA	I-293 to Mass line	48.5	$ 15.52	$ 72.52	0%	$ -	1.00	$ -	$ -	$ 854.25	$ 642.88	$ 1,569.64	$ 23.06	0.00	$ 1,577.18	-	-	0	-	-										
Manchester, NH	Brampton (Ontario)	ON-401(via I-89 to Montreal, Samuel de Champlain Br)	9	26	609			I-93 N to I-89	0	$ -	$ 3.50	0%	$ -	1.00	$ -	$ -	$ 801.83	$ 617.53	$ 1,422.86	$ -	0.00	$ 1,422.86	Best	Best	0	$ -	0.00%										
Manchester, NH	Brampton (Ontario)	I-84(I-84, NBB, I-86,I-390,NY36,20A,I-190)	10	50	669		Exit 10 to 9	I-293 to Mass line	0	$ -	$ 65.75	0%	$ -	1.00	$ -	$ -	$ 920.83	$ 678.37	$ 1,664.95	$ -	0.00	$ 1,664.95	-	-	0	-	-										
Springfield, MA	Skaneateles	I-90 and US-20 (w of Albany)	4	21	232	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 413.62	$ 235.25	$ 671.28	$ 23.06	0.00	$ 678.82	-	-	0	-	-										
Springfield, MA	Skaneateles	I-90	3	49	250	Ma Line to Exit 34A	Exit 6 to NYSTA		166.3	$ 53.49	$ 60.39	0%	$ -	1.00	$ -	$ -	$ 324.42	$ 253.50	$ 638.30	$ 79.47	0.00	$ 664.29	Best	Best	0	$ 25.98	4.07%										
Springfield, MA	Skaneateles	I-90 and I-88 (NY41,I-81)	4	42	277	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 399.50	$ 280.88	$ 702.80	$ 23.06	0.00	$ 710.33	-	-	0	-	-										
Springfield, MA	Skaneateles	I-90 and I-88 (I-81)	4	31	285	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 383.92	$ 288.99	$ 695.32	$ 23.06	0.00	$ 702.86	-	-	0	-	-										
Springfield, MA	Skaneateles	NY-145 & US-20(US20,NY23,145,US20)	5	24	242				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 527.85	$ 245.39	$ 773.24	$ -	0.00	$ 773.24	-	-	0	-	-										
Springfield, MA	Skaneateles	US-20(Avoid all tolls)	5	34	238				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 544.14	$ 241.33	$ 785.47	$ -	0.00	$ 785.47	-	-	0	-	-										
Springfield, MA	Skaneateles	US-20(Mass Trnpike and avoid NY tolls)	5	4	236				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 495.27	$ 239.30	$ 734.57	$ -	0.00	$ 734.57	-	-	0	-	-										
Springfield, MA	Skaneateles	I 84 (I84, NBB, NY17, I-81)	5	14	326				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 444.83	$ 330.56	$ 795.40	$ -	0.00	$ 795.40	-	-	0	-	-										
Springfield, MA	Syracuse	I-90 and US-20 (w of Albany)	4	13	218	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 400.22	$ 221.05	$ 643.69	$ 23.06	0.00	$ 651.23	-	-	0	-	-										
Springfield, MA	Syracuse	I-90 (Exit 36)	3	31	229	Ma Line to Exit 36	Exit 6 to NYSTA		172.6	$ 55.40	$ 62.30	0%	$ -	1.00	$ -	$ -	$ 298.92	$ 232.21	$ 593.42	$ 82.31	0.00	$ 620.34	Best	Best	0	$ 26.91	4.54%										
Springfield, MA	Syracuse	I - 90 and I -88(NY 41,I-81)	4	36	280	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 391.00	$ 283.92	$ 697.34	$ 23.06	0.00	$ 704.88	-	-	0	-	-										
Springfield, MA	Syracuse	I - 90 and I -88(I-81)	4	25	288	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 375.42	$ 292.03	$ 689.87	$ 23.06	0.00	$ 697.40	-	-	0	-	-										
Springfield, MA	Syracuse	NY-145 and US-20	5	16	228				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 514.82	$ 231.19	$ 746.01	$ -	0.00	$ 746.01	-	-	0	-	-										
Springfield, MA	Syracuse	US-20 (entire route)	5	26	224				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 531.11	$ 227.14	$ 758.24	$ -	0.00	$ 758.24	-	-	0	-	-										
Springfield, MA	Syracuse	US - 20 and I-88	5	50	285				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 570.21	$ 288.99	$ 859.20	$ -	0.00	$ 859.20	-	-	0	-	-										
Springfield, MA	Syracuse	I-84 (I-91,I-84,NBB,NY17,I-86,I-81)	5	8	329				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 436.33	$ 333.61	$ 789.94	$ -	0.00	$ 789.94	-	-	0	-	-										
Springfield, MA	Rochester	I-90 and US-20 (w of Albany)	6	24	319	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.15	$ -	$ -	$ 613.19	$ 323.47	$ 959.08	$ 23.06	0.00	$ 966.62	-	-	0	-	-										
Springfield, MA	Rochester	I-90 (Exit 45)	4	50	315	Ma Line to Exit 45	Exit 6 to NYSTA		241.7	$ 75.48	$ 82.38	0%	$ -	1.00	$ -	$ -	$ 410.83	$ 319.41	$ 812.62	$ 112.14	0.00	$ 849.28	Best	Best	0	$ 36.67	4.51%										
Springfield, MA	Rochester	I - 88(I-90,I-88,I-86,I-390)	6	4	395	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 15.52	$ 22.42	0%	$ -	1.00	$ -	$ -	$ 515.67	$ 400.53	$ 938.61	$ 23.06	0.00	$ 946.15	-	-	0	-	-										
Springfield, MA	Rochester	I-88 and I-90(I-90,I-88,I-81,I-90,I-490)	5	43	374	Ma Line to Exit 25A & Exit 39 to 45	Exit 6 to NYSTA		111	$ 33.61	$ 40.51	0%	$ -	1.00	$ -	$ -	$ 485.92	$ 379.24	$ 905.66	$ 49.94	0.00	$ 921.99	-	-	0	-	-										
Springfield, MA	Rochester	NY 145 and US - 20 (Rte 23,NY 145,US20)	7	15	318				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 708.69	$ 322.45	$ 1,031.14	$ -	0.00	$ 1,031.14	-	-	0	-	-										
Springfield, MA	Rochester	US - 20	7	24	315				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 723.35	$ 319.41	$ 1,042.76	$ -	0.00	$ 1,042.76	-	-	0	-	-										
Springfield, MA	Rochester	I-84 (I-91,I-84, NBB,NY17,I-86,I-390)	6	43	432				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 570.92	$ 438.05	$ 1,028.96	$ -	0.00	$ 1,028.96	-	-	0	-	-										
Springfield, MA	Buffalo	US - 20 and I-90(I-90,I88,20,92,690,I-90)	6	34	369	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		185.9	$ 56.06	$ 62.96	0%	$ -	1.15	$ -	$ -	$ 599.71	$ 374.17	$ 1,036.84	$ 83.30	0.00	$ 1,064.07	-	-	0	-	-										
Springfield, MA	Buffalo	I-90	5	38	371	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 95.95	$ 102.85	0%	$ -	1.00	$ -	$ -	$ 478.83	$ 376.19	$ 957.87	$ 142.55	0.00	$ 1,004.48	Best	Best	0	$ 46.61	4.87%										
Springfield, MA	Buffalo	I-88 & I-90(I-90,I-88,I-81,I690,I-90)	6	40	424	Ma Line to Exit 25A & Exit 36 to Williamsville	Exit 6 to NYSTA		0	$ 56.06	$ 62.96	0%	$ -	1.00	$ -	$ -	$ 566.67	$ 429.94	$ 1,059.56	$ 83.30	0.00	$ 1,086.80	-	-	0	-	-										
Springfield, MA	Buffalo	I-88 (US20,I-88,I-86,I390,36,20A)	8	10	425		Exit 6 to NYSTA		0	$ -	$ 6.90	0%	$ -	1.00	$ -	$ -	$ 694.17	$ 430.95	$ 1,132.02	$ -	0.00	$ 1,132.02	-	-	0	-	-										
Springfield, MA	Buffalo	NY-5 and US-20	9	5	377				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 887.90	$ 382.28	$ 1,270.17	$ -	0.00	$ 1,270.17	-	-	0	-	-										
Springfield, MA	Buffalo	US - 20	8	40	372				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 847.17	$ 377.21	$ 1,224.37	$ -	0.00	$ 1,224.37	-	-	0	-	-										
Springfield, MA	Buffalo	I-84(I91,I-84,NBB,NY17,I86,I390,36,20A)	7	30	458				0	$ -	$ 20.00	0%	$ -	1.00	$ -	$ -	$ 637.50	$ 464.41	$ 1,121.91	$ -	0.00	$ 1,121.91	-	-	0	-	-										
Springfield, MA	Brampton (Ontario)	I-90 (Exit 50) Grand Island	7	19	471	Ma Line to Williamsville	Exit 6 to NYSTA		310	$ 101.19	$ 108.09	0%	$ -	1.00	$ -	$ -	$ 621.92	$ 477.59	$ 1,207.60	$ 150.35	0.00	$ 1,256.76	Best	Best	0	$ 49.16	4.07%										
Springfield, MA	Brampton (Ontario)	I-90 (Ex 31) & ON-401(via NY 12, I-81, TIB, ON-401)	8	7	495	Ma Line to Exit 31	Exit 6 to NYSTA		122.5	$ 40.61	$ 61.51	0%	$ -	1.00	$ -	$ -	$ 689.92	$ 501.93	$ 1,253.36	$ 60.34	0.00	$ 1,273.08	-	-	0	-	-										
Springfield, MA	Brampton (Ontario)	I-90 (Ex 36) & I-81 going north (I-90, I-81, TIB, ON-401)	8	4	491	Ma Line to Exit 36			172.6	$ 55.40	$ 69.40	0%	$ -	1.00	$ -	$ -	$ 685.67	$ 497.87	$ 1,252.94	$ 82.31	0.00	$ 1,279.86	-	-	0	-	-										
Springfield, MA	Brampton (Ontario)	US-20 and NY-104	9	58	474				0	$ -	$ 32.00	0%	$ -	1.15	$ -	$ -	$ 974.24	$ 480.64	$ 1,486.88	$ -	0.00	$ 1,486.88	-	-	0	-	-										
Springfield, MA	Brampton (Ontario)	I-88(I-90,I88,I-86,I390,36,20A)	8	11	517	Ma Line to Exit 25A	Exit 6 to NYSTA		48.5	$ 20.77	$ 67.67	0%	$ -	1.00	$ -	$ -	$ 695.58	$ 524.24	$ 1,287.49	$ 30.85	0.00	$ 1,297.58	-	-	0	-	-										
Springfield, MA	Brampton (Ontario)	I-84 (I84, NBB,NY17,I86,I390,36,20A)	8	51	554		Exit 6 to NYSTA		0	$ 5.25	$ 72.15	0%	$ -	1.00	$ -	$ -	$ 752.25	$ 561.76	$ 1,386.15	$ 7.80	0.00	$ 1,388.70	-	-	0	-	-										
Queens NY	Schenectady	NYSTA (RFKB, GWB, US9W, I87, I90)	3	0	178	Woodbury to Exit 25			108.9	$ 36.45	$ 91.50	0%	$ -	1.00	$ -	$ -	$ 255.00	$ 180.49	$ 526.99	$ 54.16	0.00	$ 544.70	Best	Best	0	$ 17.71	3.36%										
Queens NY	Schenectady	RFKB, I87 GMMCB, US9W, I787, NY5	4	57	178				0	$ 5.25	$ 60.30	0%	$ -	1.15	$ -	$ -	$ 483.86	$ 180.49	$ 724.65	$ 7.80	0.00	$ 727.20	-	-	0	-	-										
Queens NY	Schenectady	TNB, I-95 , I-287, I-87, I-90 (MMCB)	2	59	183	Woodbury to Exit 25			108.9	$ 63.88	$ 118.93	0%	$ -	1.00	$ -	$ -	$ 253.58	$ 185.56	$ 558.08	$ 94.91	0.00	$ 589.11	-	-	0	-	-										
Queens NY	Schenectady	TNB, I-95, I-684, I-84, US9W, I787, NY5 (NBB)	4	15	187				0	$ 9.88	$ 84.93	0%	$ -	1.15	$ -	$ -	$ 415.44	$ 189.62	$ 689.99	$ 14.68	0.00	$ 694.79	-	-	0	-	-										
Schenectady	Queens NY	NYSTA (I90, I87, US9W, GWB, RFKB)	3	4	178	Exit 25 to Woodbury			108.9	$ 36.45	$ 206.50	0%	$ -	1.00	$ -	$ -	$ 260.67	$ 180.49	$ 647.66	$ 54.16	0.00	$ 665.37	-	-	0	-	-										
Schenectady	Queens NY	NY5, I787, US9W, GMMCB, I87, RFKB	4	50	179				0	$ 77.75	$ 132.80	0%	$ -	1.15	$ -	$ -	$ 472.46	$ 181.51	$ 786.77	$ 139.35	0.00	$ 848.37	-	-	0	-	-										
Schenectady	Queens NY	I-90, I-87, (MMCB), I-287, I-95 ,TNB	2	58	183	Exit 25 to Woodbury			108.9	$ 108.96	$ 164.01	0%	$ -	1.00	$ -	$ -	$ 252.17	$ 185.56	$ 601.73	$ 185.71	0.00	$ 678.49	-	-	0	-	-										
Schenectady	Queens NY	I-90, I-87, NBB, I-84, I-684, I-95, TNB	3	3	188	Exit 25 to Exit 17			93.7	$ 27.73	$ 102.78	0%	$ -	1.00	$ -	$ -	$ 259.25	$ 190.63	$ 552.67	$ 41.21	0.00	$ 566.14	Best	Best	0	$ 13.47	2.44%										
Morristown, NJ	Schenectady	I-87 (I-287, I-87, I-90)	2	45	161	Woodbury to Exit 25			108.9	$ 36.45	$ 36.45	0%	$ -	1.00	$ -	$ -	$ 233.75	$ 163.25	$ 433.45	$ 54.16	0.00	$ 451.16	Best	Best	0	$ 17.71	4.09%										
Morristown, NJ	Schenectady	I-88 (I80, I81,I88)	4	54	272				0	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 416.50	$ 275.81	$ 692.31	$ -	0.00	$ 692.31	-	-	0	-	-										
Albany	Buffalo	I-90	4	12	291	Exit 24 to Williamsville			272.2	$ 80.43	$ 80.43	0%	$ -	1.00	$ -	$ -	$ 357.00	$ 295.07	$ 732.50	$ 119.50	0.00	$ 771.57	Best	Best	0	$ 39.07	5.33%										
Albany	Buffalo	I-88 (I90,I88,I86,I390,63,20A)	5	24	336	Exit 24 to Exit 25A			10.7	$ -	$ -	0%	$ -	1.00	$ -	$ -	$ 459.00	$ 340.70	$ 799.70	$ -	0.00	$ 799.70	-	-	0	-	-										
Albany	Buffalo	US20	5	48	278				0	$ -	$ -	0%	$ -	1.15	$ -	$ -	$ 566.95	$ 281.89	$ 848.84	$ -	0.00	$ 848.84	-	-	0	-	-										
Manhattan	Albany	NYSTA (LT, I95, I80, NJ17, I87, I90)	2	33	148	Woodbury to Exit 23			97	$ 32.88	$ 32.88	0%	$ -	1.00	$ -	$ -	$ 216.75	$ 150.07	$ 399.71	$ 48.86	0.00	$ 415.68	Best	Best	0	$ 15.98	4.00%										
Manhattan	Albany	TSP (FDR,I-278,BRP, SpBrPkwy,TSP,I90)	100	59	156	B2 to B1	NO TRUCKS allowed		8.5	$ 2.51	$ 2.51	0%	$ -	1.00	$ -	$ -	$ 8,583.58	$ 158.18	$ 8,744.28	$ 3.73	0.00	$ 8,745.50	-	-	0	-	-										
Manhattan	Albany	I-88(LT,I95,I280,I80,I380,I81,I88,20)	5	0	311				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 425.00	$ 315.35	$ 765.35	$ -	0.00	$ 765.35	-	-	0	-	-										
Manhattan	Rochester	NYSTA (LT, I95, I80, NJ17, I87, I90)	5	29	370	Woodbury to Exit 45			306.1	$ 94.62	$ 94.62	0%	$ -	1.00	$ -	$ -	$ 466.08	$ 375.18	$ 935.89	$ 140.59	0.00	$ 981.86	-	-	0	-	-										
Manhattan	Rochester	I-81(LT,I280,I80,I380,I81,I690, I90,I390)	5	19	335	Exit 39 to Exit 45			61.5	$ 18.09	$ 43.09	0%	$ -	1.00	$ -	$ -	$ 451.92	$ 339.69	$ 834.70	$ 26.88	0.00	$ 843.49	Best	Best	0	$ 8.79	1.05%										
Manhattan	Rochester	I390(LT,I280,I80,I380,I81,I86,I390)	5	26	355				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 461.83	$ 359.97	$ 846.80	$ -	0.00	$ 846.80	-	-	0	-	-										
Manhattan	Buffalo	NYSTA (LT, I95, I80, NJ17, I87, I90)	6	26	434	Woodbury to Williamsville			375.5	$ 115.09	$ 115.09	0%	$ -	1.00	$ -	$ -	$ 546.83	$ 440.08	$ 1,102.00	$ 171.01	0.00	$ 1,157.92	-	-	0	-	-										
Manhattan	Buffalo	I81 (LT,I280,I80,I380,I81,I90)	6	32	400	Exit 39 to Williamsville			130.8	$ 38.56	$ 63.56	0%	$ -	1.00	$ -	$ -	$ 555.33	$ 405.60	$ 1,024.50	$ 57.30	0.00	$ 1,043.23	-	-	0	-	-										
Manhattan	Buffalo	I390(LT,I280,I80,I380,I81,I86,I390,63,20A)	6	18	380				0	$ -	$ 25.00	0%	$ -	1.00	$ -	$ -	$ 535.50	$ 385.32	$ 945.82	$ -	0.00	$ 945.82	Best	Best	0	$ -	0.00%										
Rochester	Erie	I-90 (Exit 46 to PA Line

Appendix B:
Forms and Statements

- **Lead Agency Concurrence Letter**
- **Full Environmental Assessment Form (FEAF) Part 1**
- **Full Environmental Assessment Form (FEAF) Part 2**
- **Full Environmental Assessment Form (FEAF) Part 3, including Negative Declaration**
- **Coastal Assessment Form**
- **Smart Growth Impact Statement**

NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

KATHY HOCHUL
Governor

JOANNE M. MAHONEY
Chair

FRANK G. HOARE
Interim Executive Director

April 25, 2023

Matt Maraglio
Division of Coastal Resources, New York State Department of State
One Commerce Plaza, 10th Floor
Office of Community Infrastructure
Albany, NY 12231

Re: Adoption of New Toll Schedule Regulation for the New York State Thruway Authority

Dear Matt Maraglio:

We are providing this letter to serve as notice that the New York State Thruway Authority (Authority) desires to serve as Lead Agency for the Adoption of New Toll Schedule Regulation (Action) in accordance with the State Environmental Quality Review Act (SEQRA).

The Adoption of New Toll Schedule Regulation encompasses the entire Thruway system, which passes through the following Local Waterfront Redevelopment Program (LWRP) communities:

- City of New York, Bronx County (within coastal zone)
- Village of Larchmont, Westchester County (within coastal zone)
- Town of Mamaroneck, Westchester County (within coastal zone)
- City of Rye, Westchester County
- Village of Port Chester, Westchester County (within coastal zone)
- Village of Nyack, Rockland County (within coastal zone)
- Town of Lloyd, Ulster County
- Town of Esopus, Ulster County
- City of Kingston, Ulster County
- Town of Schodack, Rensselaer County
- Town of Bethlehem, Albany County (within coastal zone)
- City of Albany, Albany County

- City of Amsterdam, Montgomery County
- Town of Pittsford, Monroe County
- City of Buffalo, Erie County (within coastal zone)
- Town of Tonawanda, Erie County (within coastal zone)
- Town of Grand Island, Erie County (within coastal zone)
- City of Lackawanna, Erie County
- Town of Hamburg, Erie County
- Town of Evans, Erie County
- Town of Brant, Erie County

The Thruway also passes through several non-LWRP area Coastal Zones along the Long Island Sound, the Hudson River, and the Great Lakes. The Action has no construction or physical alterations associated with it, however, there may be some minor traffic diversions onto local roadways as a result of the change of toll structure. The Authority does not anticipate any potentially significant adverse impacts on the local road system.

As the proposed Action will be directly undertaken by the Authority, we submit for your review, the following:

- The Full Environmental Assessment Form (FEAF) Part 1 for the proposed action

Your signature on the enclosed concurrence statement is appreciated as soon as possible. If a response to this request is not received within 30 days, it will be assumed that the New York State Department of State concurs with the determination of the Authority as the Lead Agency for the SEQRA process. Thank you for your assistance in this matter.

Sincerely,

Elizabeth K. Novak, Director
Transportation Planning and Environmental Services

Encl.

The New York State Department of State hereby consents to the establishment of the New York State Thruway Authority as the State Environmental Quality Review Act Lead Agency for the Adoption of New Toll Schedule Regulation for the New York State Thruway Authority.

Signature	Title	Date
Matthew Marglio	Development Division Director	5/3/2023

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Adoption of New Toll Schedule Regulation for the New York State Thruway Authority ("Authority")		
Project Location (describe, and attach a general location map): New York State Thruway System, Statewide		
Brief Description of Proposed Action (include purpose or need): The proposed action is the Authority's adoption of a new toll schedule regulation for the New York State Thruway System to provide funding necessary to finance the Authority's Capital Plan, maintain and operate the Thruway System, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines. The proposed action would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels. Out-of-state E-ZPass and Tolls by Mail tolls would be increased from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. Passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. Commercial rates at he GMMCB would be increased proportionately to the car rates. NOTE THAT THE PROPOSED ACTION DOES NOT INCLUDE ANY CONSTRUCTION OR PHYSICAL ALTERATIONS, ONLY TOLL RATES ARE AFFECTED. The proposed toll modification will divert a small amount of traffic to alternate routes; only a very minimal impact on alternate route congestion, air quality, noise, or any other socioeconomic or environmental factor is anticipated.		
Name of Applicant/Sponsor: New York State Thruway Authority	Telephone: 518-436-2810 E-Mail: Elizabeth.Novak@thruway.ny.gov	
Address: 200 Southern Boulevard		
City/PO: Albany	State: NY	Zip Code: 12209
Project Contact (if not same as sponsor; give name and title/role):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Council, Town Board, or Village Board of Trustees ☐Yes☑No		
b. City, Town or Village Planning Board or Commission ☐Yes☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes☑No		
d. Other local agencies ☐Yes☑No		
e. County agencies ☐Yes☑No		
f. Regional agencies ☐Yes☑No		
g. State agencies ☑Yes☐No	NYSTA Board Approval of Toll Increase NYS Department of State/Coastal consistency	
h. Federal agencies ☐Yes☑No		

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes☑No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☐ Yes ☑ No
If Yes, what is the zoning classification(s) including any applicable overlay district?

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? N/A

b. What police or other public protection forces serve the project site?
N/A

c. Which fire protection and emergency medical services serve the project site?
N/A

d. What parks serve the project site?
N/A

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres
b. Total acreage to be physically disturbed? _____ acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐Yes ☐No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☐Yes ☐No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☐No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☐No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☐No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project? ☐Yes☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes☐No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend
☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

_____

_____

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe: _____

_____

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

_____

_____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe: _____

_____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

_____

_____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐Yes ☐No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐No

If Yes:

i. Describe proposed treatment(s):

_____

_____

_____

_____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____

_____

- Operation: _____

_____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____

_____

- Operation: _____

_____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐Yes☐No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐Yes☐No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐Yes☐No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes☐No

If Yes:

i. Has the facility been formally closed? ☐Yes☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes☐No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes☐No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes☐No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☐No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? ☐Yes ☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes: ☐ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐Yes ☐No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐Yes ☐No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐Yes ☐No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☐No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐Yes ☐No

j. Is the project site in the 100-year Floodplain? ☐Yes ☐No

k. Is the project site in the 500-year Floodplain? ☐Yes ☐No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐Yes ☐No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____

n. Does the project site contain a designated significant natural community? ☐Yes ☐No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐Yes ☐No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☐No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☐No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☐No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☐No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐Yes ☐No

If Yes:

i. Nature of historic/archaeological resource: ☐Archaeological Site ☐Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐Yes ☐No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐Yes ☐No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐Yes ☐No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐Yes ☐No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐Yes ☐No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name New York State Thruway Authority Date April 12, 2023

Signature _____ Title Director, Transportation Planning & Enviro. Services

PRINT FORM

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

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

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	□	□
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	□	□
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	□	□
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	□	□
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	□	□
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	□	□
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	□	□
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	□	□
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	□	□
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	□	□
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	□	□

l. Other impacts: _____ _____		□	□

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	□	□
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	□	□
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	□	□
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	□	□
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	□	□
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	□	□
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	□	□
h. Other impacts: _____ _____		□	□

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	□	□
b. The proposed action may result in development within a 100 year floodplain.	E2j	□	□
c. The proposed action may result in development within a 500 year floodplain.	E2k	□	□
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	□	□
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	□	□
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	□	□

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☐ NO ☑ YES
(See Part 1. D.2.f., D.2.h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☑	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☑	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☑	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☑	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☑	☐
vi. 43 tons/year or more of methane	D2h	☑	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☑	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☑	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☑	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☑	☐
f. Other impacts: The proposed toll modification will divert a small amount of traffic to alternate routes, resulting in very minimal impacts to alternate routes and air quality.		☑	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☐ ☐	 ☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☐ ☐	 ☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☑ NO ☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____ _____		□	□
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	□	□
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	□	□
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	□	□

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	□	□
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	□	□
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	□	□
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	□	□
e. Other impacts: _____ _____		□	□

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
c. Other impacts: _____ _____		□	□

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☑	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☑	☐
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: The proposed toll modification will divert a small amount of traffic to alternate routes, resulting in very minimal impacts to alternate routes and congestion.		☑	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☑ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____			

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☑ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

The New York State Thruway Authority proposes the adoption of a new toll schedule at all toll locations on the Thruway System in order to provide funding necessary to finance the Authority's Capital Plan, maintain and operate their highway system, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines. NOTE THAT THE PROPOSED ACTION DOES NOT INCLUDE ANY CONSTRUCTION OR PHYSICAL ALTERATIONS, ONLY TOLL RATES ARE AFFECTED. The proposed toll schedule would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5% from their prior levels. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. GMMCB passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. System-wide out-of-state E-ZPass and Tolls by Mail tolls would be increased from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. Commercial rates would be increased proportionately to the car rates. The proposed toll modification will divert a small amount of traffic to alternate routes, however, it is expected to have only a very minimal impact on alternate route congestion and air quality.

As Lead Agency, in accordance with the State Environmental Quality Review Act (SEQRA), New York State Environmental Conservation Law (ECL) Article 8 and implementing regulations, 6 New York Codes Rules and Regulations (NYCRR) Part 617 et seq., the Authority has classified the proposed project as a Type I Action. The Authority has also determined the proposed Project will not have a potentially significant adverse environmental impact.

See attached Part 3 Evaluation of the Magnitude and Importance of Project Impacts and Determination of Non-Significance.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Stantec's 2023 report entitled "New York State Thruway Authority Environmental Assessment for Proposed Toll Modification"

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Adoption of New Toll Schedule Regulation

Name of Lead Agency: New York State Thruway Authority

Name of Responsible Officer in Lead Agency: Richard W. Lee

Title of Responsible Officer: Chief Engineer

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:

Contact Person: David Malone

Address: New York State Thruway Authority, 200 Southern Blvd., PO Box 189, Albany, NY, 12201-0189

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

Full Environmental Assessment Form Part 3
Evaluation of the Magnitude and Importance of Project Impacts and Determination of Non-Significance

New York State Thruway Authority
Adoption of New Toll Schedule Regulation – Statewide

The New York State Thruway Authority (Authority) proposes the adoption of a New Schedule Regulation - Statewide. This adoption of the new regulation (Proposed Action) entails four incremental toll increases in 2024 through 2027 at the Governor Mario M. Cuomo Bridge (GMMCB), and two toll increases, in 2024 and 2027, on the remainder of the Thruway System. As Lead Agency, in accordance with the State Environmental Quality Review Act (SEQRA), New York Environmental Conservation Law (ECL) Article 8 and implementing regulations, 6 New York Codes Rules and Regulations (NYCRR) Part 617 et seq., the Authority has classified the action as a Type I Action. This notice is issued pursuant to and in accordance with SEQRA. The Authority has determined that the proposed Action will not have a potentially significant adverse environmental impact and has issued a Negative Declaration.

Description of Proposed Action

The Authority is proposing a toll modification regulation which would, on January 1, 2024 and January 1, 2027, increase the base NY E-ZPass rates by 5 percent from their prior levels. In addition, at the Governor Mario M. Cuomo Bridge ("GMMCB"), the base NY E-ZPass passenger car toll would be increased by 50 cents a year from January 2024 through January 2027. GMMCB passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17 percent to 20 percent, and the 40 percent commuter discount program would be maintained. Out-of-state E-ZPass and Tolls by Mail tolls would be increased system-wide from their current 15 and 30 percent differentials above the NY E-ZPass rate, respectively, to 75 percent above the NY E-ZPass rate. At each toll facility other than the GMMCB, between 73 percent and 84 percent of passenger cars have NY E-ZPass accounts and therefore would see their tolls increase by only 10 percent through 2027 with the proposed regulation. The majority of passenger cars at the GMMCB – 75 percent – have NY E-ZPass and would see a total toll increase of 31 to 35 percent from the current rates through 2027. Truck tolls at all locations would be increased proportionately to car tolls by payment type.

The Authority's objectives for this Proposed Action are to provide funding necessary to finance the Authority's Capital Plan, maintain and operate the Thruway System, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines.

Because the Proposed Action only involves toll modifications, and no construction or physical alterations, no significant impacts are expected. In addition, because there is no longer any cash toll collection anywhere on the Thruway System, impacts are limited to those caused by traffic diversion off the Thruway System to alternate routes, which is expected to be minimal.

Evaluation of Impacts of the Proposed Action

The Authority retained Stantec to prepare an Environmental Assessment Report (Report) dated -- titled: "New York State Thruway Authority Environmental Assessment for Proposed Toll

Modification," which evaluated and analyzed all aspects of the Proposed Action, including the need for the toll modification and potential environmental impacts. In addition to the analyses in the Report, the Proposed Action's environmental impacts have been thoroughly evaluated in accordance with 6 NYCRR Part 617.7, including the SEQRA Full Environmental Assessment Form (FEAF), Part 2 - Identification of Potential Project Impacts.
The entire FEAF, Parts 1, 2 and 3, are included as appendices to the Report.

Although the Authority has determined that none of the Potential Project Impacts identified in the FEAF Part 2 are "Moderate to Large," which requires further explanation of the Proposed Action's impacts on the environment, this Determination of Significance nonetheless identifies and evaluates relevant potential impacts from this Proposed Action. Additional detail and information are available in the "New York State Thruway Authority Environmental Assessment for Proposed Toll Modification" Report and appendices.

Potential Environmental Impacts

The Authority has carefully considered all potential environmental impacts associated with the Proposed Action and reviewed the criteria for determining significance pursuant to 6 NYCRR Section 617.7 (c) (1). Based on that criteria, as follows, the Authority has determined to issue a Negative Declaration for the Proposed Action, "Adoption of New Toll Schedule Regulation - Statewide."

6 NYCRR 617.7 (c) (1) (i)
The Authority determined the Proposed Action is not likely to cause substantial adverse changes to existing air quality (see item 6 below), ground or surface water quality or quantity, traffic (see item 13 below), noise levels, level of solid waste production, or the potential for erosion, flooding, leaching or drainage problems.

6 NYCRR 617.7 (c) (1) (ii)
The Proposed Action does not involve construction or any other physical disturbance and therefore is not anticipated to: (a) remove or destruct large quantities of vegetation or fauna; (b) create substantial interference with the movement of any resident or migratory fish or wildlife species; (c) create impacts on a significant habitat area; (d) create substantial adverse impacts on threatened or endangered species of animal or plant, or the habitat of such species; or (e) cause other significant adverse impacts to natural resources.

6 NYCRR 617.7 (c) (1) (iii)
The Proposed Action does not involve construction or any other physical disturbance and therefore is not expected to cause impairments to the characteristics of any Critical Environmental Areas as designated under 6 NYCRR Part 617.

6 NYCRR 617.7 (c) (1) (iv)
The Proposed Action does not present any conflict with a community's current plans or goals, officially adopted or approved (see item 17 below). The Proposed Action does not pose any conflict with existing zoning laws.

6 NYCRR 617.7 (c) (1) (v)
The Proposed Action will not impair the character or quality of historic, archaeological, architectural, or aesthetic resources.

6 NYCRR 617.7 (c) (1) (vi)
The Proposed Action will not result in a major change in the use of either the quantity or type of energy.

6 NYCRR 617.7 (c) (1) (vii)
The Proposed Action is not anticipated to create a hazard to human health. No construction is involved, and air quality impact due to traffic diversion from the Thruway System to alternate routes is anticipated to be minimal. (see item 6 below.)

6 NYCRR 617.7 (c) (1) (viii)
The Proposed Action is not anticipated to result in a significant change in the use, and/or intensity of use of land. There are no agricultural resources that would be affected by the Proposed Action, and the Proposed Action will have no effect on existing open space and recreational resources, or in its capacity to support existing uses.

6 NYCRR 617.7 (c) (1) (ix)
The Proposed Action will not encourage or attract a large number of people to a place for more than a few days. The Proposed Action is not anticipated to result in significant additional users or significant changes of use to the Thruway System or off the Thruway System.

6 NYCRR 617.7 (c) (1) (x)
The Proposed Action is not anticipated to create a material demand for other actions that would result in one of the above consequences.

6 NYCRR 617.7 (c) (1) (xi)
The Proposed Action does not create impacts to two or more elements of the environment that, collectively, would result in a substantial adverse environmental impact.

6 NYCRR 617.7 (c) (1) (xii)
The Proposed Action has been reviewed with full consideration of any potential cumulative effects resulting from multiple actions on the same resource(s). This regulation notes that cumulative impacts can result from actions which individually produce minor impacts, but cumulatively result in significant impacts over time. The Proposed Action does not involve any construction or any other physical disturbance and is only expected to result in a small amount of traffic diversion off of the Thruway System, which would shift to a number of alternate routes throughout the State. No past or future actions are known that, in combination with the Proposed Action, are anticipated to produce significant impacts on transportation, air quality, or any other element of the environment.

Discussion of Part 2 of the Full EAF, “Identification of Potential Project Impacts”

The following provides detail on the sections of Part 2 of the Full EAF where there was a response of “Yes” for relevant potential impacts.

<u>6) Impact on Air Quality</u>

An air quality analysis was conducted to capture the air quality impacts associated with potential traffic diversions resulting from the Proposed Action. Although the Proposed Action would not spur a change in regional traffic volumes, it may cause some traffic to divert to alternate travel routes (as discussed in the following section, "Impact on Transportation"). Vehicles choosing to divert to alternate travel routes can affect local and regional air quality. Diverted vehicles can

add to the existing vehicle population already present on local roadways and decrease travel speeds which would lead to increased idling, braking and acceleration as compared to Thruway System travel. These factors affect the rate at which vehicles emit air pollutants. In addition, diverted routes can increase the total distance traveled when compared with the same vehicle trip on the Thruway System.

The analysis was conducted for both "No Build" and "Build" alternatives, and the resulting change in emissions between the two conditions was evaluated. The No Build alternative represents no changes to the current toll rates, and the Build alternative represents the proposed toll rate schedule. The analysis was conducted for the year 2027, at which point all of the proposed toll modifications will have taken effect on the Thruway System. Note that the Authority completed implementation of its cashless tolling program in late 2020; therefore, a change in toll rates will have no negative impact on air quality at toll locations as vehicles will no longer be queuing or stopping to pay.

The potential impact of the Proposed Action on air quality was assessed regarding local/regional pollutant concentrations along the impacted roads, and region-wide emissions burden in non-attainment and maintenance areas across New York State. The air quality analysis was conducted for criteria pollutants (carbon monoxide, nitrogen oxide, particulate matter, and volatile organic compounds) and greenhouse gases (GHGs) associated with on-road vehicles.

A screening was conducted for possible project-level microscale particulate matter ($PM_{2.5}$) hot spot conformity analysis based on criteria presented in the Federal Transportation Conformity Regulation at 40 United States Code of Federal Regulations Section 93.123 (b) (1). As the affected roadways will not have a substantial increase in diesel vehicles, and the proposed toll modification will not result in a significant adverse impact to traffic volumes from diesel vehicles, a $PM_{2.5}$ hot spot analysis is not required. The Authority has concluded that the Proposed Action is therefore not a project of air quality concern as per these criteria and the associated United States Environmental Protection Agency (USEPA) guidance.

The Air Quality Chapter of New York State Department of Transportation's The Environmental Manual (TEM) states that a carbon monoxide (CO) microscale analysis is not warranted if none of the screening criteria are met or exceeded. As indicated under "Impact on Transportation", none of the impacted roadway segments has an increase of 10 percent or more in traffic volumes. Consistent with the very minor traffic changes on all impacted routes, the study has anticipated that the resulting changes in speed and delay would also be minor. In addition, a significant reduction in speed (20 percent) is not anticipated on any of the impacted routes. The results of the Capture Criteria Screening indicate that none of the screening criteria are met, therefore no carbon monoxide (CO) microscale analysis is warranted.

Levels of ozone - which are formed by nitrogen oxide and volatile organic compounds - can be affected by changes in Vehicle Miles Traveled (VMT). The difference in VMT between the Build and No Build scenarios ranges between a 0.8 percent decrease and a 0.9 percent increase for all non-attainment and maintenance counties, with most regions showing almost no perceptible difference in VMT with the Proposed Action. In addition, based on the NYSDOT Environmental Science Bureau (ESB) Draft 2003 Greenhouse Gas and Energy Analysis Guidelines, this small change in VMT plus an increase in corridor VMT of less than 10 percent means that the criteria requiring a GHG analysis have not been met.

The Authority has also determined that the Proposed Action will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile sources. The Proposed Action is not anticipated to have a significant adverse impact on local pollutant concentrations or contribute to a significant increase in regional emissions. Increases in traffic on local highways would not reach critical emission thresholds, contributing only negligible pollutant burdens as a percentage of regional transportation-based emissions.

13) Impact on Transportation

The Proposed Action will not generate any new traffic. The toll increase is expected to divert a small amount of traffic off the Thruway System to alternate routes.

Diversion percentages forecasted in November 2022 for the proposed toll modification were utilized to estimate the number of vehicles diverting off of each section of the Thruway System. For the traffic impact analysis, these diversion volumes were applied to roadways that would likely serve as alternate routes. The estimated maximum number of two-way diverted vehicles from the Thruway during the peak hour would be 188 from the controlled system segment between Interchanges 24 and 25 (3.2 percent diversion), and the maximum number of one-way diverted vehicles during the peak hour would be 159 from the New Rochelle Barrier (3.8 percent diversion). The average one-way peak hour diversion for all segments of the Thruway is 48 vehicles (3.2 percent diversion).

The traffic screening methodology evaluated alternate route segments that experience both congestion - a v/c ratio greater than 0.90 - and a traffic increase of greater than 10 percent during the peak hour/peak direction as a result of the proposed toll modification. No segments that met both these criteria were found; however, several congested segments (v/c greater than 0.90) were discovered to have a potential traffic increase of 1 to 8 percent due to toll diversion. Note that this screening was based on a worst-case analysis where 100 percent of diverted traffic from a Thruway System segment is placed on each alternate route. Moreover, the v/c ratios on already-congested alternate route segments are not anticipated to significantly deteriorate, with potential increases between 0.01 and 0.07 as a result of the proposed toll modifications. (Again, this assumes very conservatively that *all* diversion traffic is applied to *each* alternate route, with more distant routes and overall trip reductions not considered; if the diversion were split among routes, almost all routes would see smaller increases in their traffic and v/c ratios.)

For example, Route 32/Pearl Street in Albany is a less likely diversion route than the larger nearby Route 9W, or the Taconic State Parkway across the Hudson River, and will likely absorb only a fraction of the 64 passenger car equivalents expected to divert from the adjacent section of the Thruway during the peak hour. While many segments along alternate routes currently experience congested traffic conditions, the proposed toll modifications would have a negligible effect on existing traffic operations. The diverted traffic will likely be less than shown for this screening analysis since already-congested routes will not be attractive options. As the Proposed Action is not anticipated to result in a significant change to traffic operations on alternate routes nor exceed the impact thresholds noted above, no further analysis is deemed necessary.

It is also important to note that based on historical trends, diversions to alternate routes are likely to be temporary. Time and other factors (such as the value of time, fuel costs, and increased congestion) along local roads tend to reverse the diversion effects of toll increases and we expect this to be the case with this proposed toll modification. Therefore, no significant adverse impacts to transportation are anticipated from the Proposed Action.

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Coastal Assessment Form

A. INSTRUCTIONS (Please print or type all answers)

1. State agencies shall complete this CAF for proposed actions which are subject to Part 600 of Title 19 of the NYCRR. This assessment is intended to supplement other information used by a state agency in making a determination of significance pursuant to the State Environmental Quality Review Act (see 6 NYCRR, Part 617). If it is determined that a proposed action will not have a significant effect on the environment, this assessment is intended to assist a state agency in complying with the certification requirements of 19 NYCRR Section 600.4.

2. If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the coastal policies contained in Article 42 of the Executive Law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to either (a) making a certification of consistency pursuant to 19 NYCRR Part 600 or, (b) making the findings required under SEQR, 6 NYCRR, Section 617.11, if the action is one for which an environmental impact statement is being prepared. If an action cannot be certified as consistent with the coastal policies, it shall not be undertaken.

3. Before answering the questions in Section C, the preparer of this form should review the coastal policies contained in 19 NYCRR Section 600.5. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the coastal area.

B. DESCRIPTION OF PROPOSED ACTION

1. Type of state agency action (check appropriate response):

(a) Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction) X
(b) Financial assistance (e.g. grant, loan, subsidy) ____
(c) Permit, license, certification ____

2. Describe nature and extent of action: The New York State Thruway Authority (NYSTA) proposes the Adoption of New Toll Schedule Regulation (the action) in accordance with the State Environmental Quality Review Act (SEQRA). The Adoption of New Toll Schedule Regulation encompasses the entire Thruway system.

3. Location of action:

County	City, Town or Village	Street or Site Description
		Entire Thruway system.

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

(a) Name of applicant: New York State Thruway Authority

(b) Mailing address: 200 Southern Boulevard, P.O. Box 189, Albany, NY 12201

(c) Telephone Number: Area Code (518) 471-5375

(d) State agency application number: not applicable

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

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

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

	YES	NO
1. Will the proposed activity be located in, or contiguous to, or have a significant effect upon any of the resource areas identified on the coastal area map:		
(a) Significant fish or wildlife habitats?	__	X
(b) Scenic resources of statewide significance?	__	X
(c) Important agricultural lands?	__	X
2. Will the proposed activity have a significant effect upon:		
(a) Commercial or recreational use of fish and wildlife resources?	__	X
(b) Scenic quality of the coastal environment?	__	X
(c) Development of future, or existing water dependent uses?	__	X
(d) Operation of the State's major ports?	__	X
(e) Land and water uses within the State's small harbors?	__	X
(f) Existing or potential public recreation opportunities?	__	X
(g) Structures, sites or districts of historic, archeological or cultural significance to the State or nation?	__	X

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

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

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

D. SUBMISSION REQUIREMENTS

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

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

THEN a copy of this completed Coastal Assessment Form shall be submitted to:

New York State Department of State
Office of Coastal, Local Government and Community Sustainability
One Commerce Plaza
99 Washington Avenue, Suite 1010
Albany, New York 12231-0001

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

E. REMARKS OR ADDITIONAL INFORMATION

Additional information is included in the attached.

Preparer's Name: Daniel R. Nierenberg
(Please print)

Title: Environmental Specialist 2 Agency: NYSTA - Office of Transportation Planning and Environmental Services

Telephone Number: (518) 471-5375 Date: July 31, 2023

NEW YORK STATE DEPARTMENT OF STATE

COASTAL ASSESSMENT FORM – ADDITIONAL INFORMATION

Proposed Action Description

The New York State Thruway Authority (NYSTA) proposes the Adoption of New Toll Schedule Regulation in accordance with the State Environmental Quality Review Act (SEQRA). The purpose of the proposed action is to generate additional revenues that will be needed for the NYSTA to fulfill its system-wide operating, debt service, and capital needs through 2031. The proposed action would modify toll rates at all toll collection points, including the controlled ticket system (the mainline portion of the Thruway extending from Woodbury, NY to Erie, NY), the Governor Mario M. Cuomo Bridge, and the remaining barrier system gantries along the Thruway. It is anticipated that the proposed toll modifications would result in a minimal amount of temporary traffic diversion to alternate routes; however, no significant adverse impacts are anticipated. In addition, the proposed action would not include any construction activities.

C. Coastal Assessment

4. The proposed action would be located in an area included in an approved Local Waterfront Revitalization Program (LWRP):

The Adoption of New Toll Schedule Regulation encompasses the entire Thruway system, which passes through the following LWRP communities:

- City of New York, Bronx County
- Village of Larchmont, Westchester County
- Town of Mamaroneck, Westchester County
- City of Rye, Westchester County
- Village of Port Chester, Westchester County
- Village of Nyack, Rockland County
- Town of Llyod, Ulster County
- Town of Esopus, Ulster County
- City of Kingston, Ulster County
- Town of Schodack, Rensselaer County
- Town of Bethlehem, Albany County
- City of Albany, Albany County
- City of Amsterdam, Montgomery County
- Town of Pittsford, Monroe County
- City of Buffalo, Erie County
- Town of Tonawanda, Erie County
- Town of Grand Island, Erie County
- City of Lackawanna, Erie County
- Town of Hamburg, Erie County

- Town of Evans, Erie County
- Town of Brant, Erie County

Based on a review of the associated LWRP plans, the NYSTA has determined that the proposed action would not substantially hinder and would be consistent with the policies of the LWRPs to the maximum extent practicable.

SMART GROWTH IMPACT STATEMENT

This Smart Growth Impact Statement is a tool to assist the New York State Thruway (NYSTA) determine whether a NYSTA funded project is consistent with the State Smart Growth Public Infrastructure Criteria. Not all questions/answers may be relevant to all projects.

Project Name: NYS Thruway Authority Toll Modification
Project Number:
Date: August 11, 2023

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same).

Yes ☐
No ☒

1. Does the project advance or otherwise involve the use, maintenance or improvement of existing infrastructure?

Yes ☒
No ☐
Not relevant ☐

Explain briefly: NYSTA is proposing a toll modification to fund the Authority's Capital Plan, maintain and operate the Thruway System, and comply with the Authority's General Revenue Bond Resolution and Fiscal Management Guidelines. On 1/1/24 and 1/1/27, base NY E-ZPass rates would be increased by 5% from their prior levels. In addition, at the Governor Mario M. Cuomo Bridge the base NY E-ZPass passenger car toll would be increased by 50 cents a year from 1/1/2024 through 1/1/2027, while passenger cars on the Westchester/Rockland Resident Plan will see their discount change from the current 17% to 20%, and the 40% commuter discount program would be maintained. Out-of-state E-ZPass and Tolls by Mail tolls would be increased system-wide from their current 15% and 30% differentials above the NY E-ZPass rate, respectively, to 75% above the NY E-ZPass rate. Truck tolls at all locations would be increased proportionately to car tolls by payment type. NOTE THAT THE PROPOSED ACTION DOES NOT INCLUDE ANY CONSTRUCTION OR PHYSICAL ALTERATIONS, ONLY TOLL RATES ARE AFFECTED.

2. Is the project located wholly or partially in a **municipal center**, characterized by any of the following: (check those that apply)

☐ A city or a village
☐ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:
☐ Central business district (e.g. the commercial and/or economic heart or center of the municipality)
☐ Downtown area (such as a city's core (or center), which may include the central business district and functions as a "center" in a geographical, commercial, and community sense).
☐ Brownfield Opportunity Area (http://nyswaterfronts.com/BOA_projects.asp)
☐ Downtown areas of Local Waterfront Revitalization Plan area (http://nyswaterfronts.com/maps_regions.asp)
☐ Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
☐ Environmental Justice area (http://www.dec.ny.gov/public/899.html)

☐Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.

☐ A developed area or area designated for concentrated infill development in a municipally approved comprehensive land use plan, LWRP or Brownfield Opportunity area plan/Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.

Explain briefly:

Yes ☒
No ☐
Not relevant ☐

If Yes, please describe: The proposed action involves a toll modification along the existing NYS Thruway that would support the future maintenance and operation of an existing major transportation facility. The NYS Thruway is an existing link for New York's largest cities and for the entire Northeast. It provides connections to major municipal centers.

3. Does the project preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources?

Yes ☐
No ☐
Not relevant ☒

Explain briefly: Although the proposed toll modification is anticipated to divert a small amount of traffic to alternate routes, the Environmental Assessment concluded that this would not result in significant impacts to regulated resources.

4. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups?

Yes ☐
No ☐
Not relevant ☒

Explain briefly: The proposed toll modification would provide the revenue necessary to support the maintenance and operation of this important transportation link, but would not directly affect community development.

5. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency?

Yes ☐
No ☐
Not relevant ☒

Explain briefly: The proposed toll modification will allow the NYS Thruway to fulfill its mission to operate and maintain the NYS Thruway. Although the proposed action does not provide additional transportation choices, it does help support and maintain one of the most critical existing transportation facilities in NY State.

6. Does the project demonstrate coordination among state, regional, intermunicipal and local planning and governmental officials?

Yes ☐
No ☐
Not relevant ☒

Explain briefly: The proposed toll modification will allow the NYS Thruway to fulfill its mission to operate and maintain the NYS Thruway and will be undertaken in accordance with applicable regulations.

7. Does the project involve community-based planning and collaboration?

Yes ☒
No ☐
Not relevant ☐

Explain briefly: NYSTA conducted public outreach including a public comment period which started January 4, 2023 with the publication of the Notice of Proposed Rule Making in the State Register. Public hearings were held in person at different locations throughout the state on May 8th, 9th, 16th, and 22nd to afford the public an opportunity to be heard. An additional hearing on June 5th was held virtually and streamed live for public viewing. Comments received at the hearings and during the comment period were considered, and where deemed appropriate, addressed in the Environmental Assessment.

8. Does the project help ensure predictability in building and land use codes?

Yes ☐
No ☐
Not relevant ☒

Explain briefly: The proposed action does not involve physical improvements , therefore, relevance to building and land use codes is not applicable.

9. Sustainability

a. Does the project promote sustainability by strengthening existing communities or creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future g

Yes ☐
No ☐
Not relevant ☒

Explain briefly: The proposed action involves a toll rate increase that will allow the NYS Thruway Authority to continue to operate and maintain Thruway infrastructure, keeping it safe and reliable for customers. The discounts for NY E-ZPass customers, commuters, and residents (at certain locations) reduce the economic burden of increased tolls.

b. During the development of the project, was there broad based public involvement?

Yes	X	NYSTA conducted public outreach including a public comment period which started January 4, 2023 with the publication of the Notice of Proposed Rule Making in the State Register. Public hearings were held in person at different locations throughout the state on May 8th, 9th, 16th, and 22nd to afford the public an opportunity to be heard. An additional hearing on June 5th was held virtually and streamed live for public viewing. Comments received at the hearings and during the comment period were considered, and where deemed appropriate, addressed in the Environmental Assessment.
No	☐	
Not relevant	☐	

c. If the project included development or implementation of all or part of a community plan, is there a governance structure in place (within the Authority and/or the local community) to ensure further implementation of the plan?

Yes	☐
No	☐
Not relevant	X

If Yes, please describe:

NYSTA/CC SMART GROWTH IMPACT STATEMENT

The New York State Thruway Authority has reviewed the available information regarding the following project and determined that it is consistent with the State Smart Growth Public Infrastructure Criteria: (check one)

Project Name: NYS Thruway Authority Toll Modification
Project Number:

X The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

NYSTA/CC SMART GROWTH IMPACT STATEMENT

The New York State Thruway Authority (NYSTA) has reviewed the available information regarding the following project and determined that it is consistent with the State Smart Growth Public Infrastructure Criteria: (check one)

Project Name: ____NYS Thruway Authority Toll Modification
Project Number: _____

☒ The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

ATTESTATION

I, as designee of the Chief Executive Officer of the NYSTA, hereby attests that this project, to the extent practicable, meets the relevant criteria set forth above and, that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

_____
[signature] [date]

_____
[print name & title]

EXHIBIT IV

Section 101.2 is amended and Section 101.4 is repealed and a new section 101.4 is added to Title 21.

101.2 Toll schedules and fees.

The following toll schedules and fees shall apply for the use of the Thruway system:

(a) For that portion of the controlled system extending from, and including, the toll barrier at Woodbury, to, and including, the toll barrier at Williamsville, including the Berkshire section, and extending from, and including, the toll barrier at Lackawanna, to and including, the toll barrier at Ripley:

(1) (i) the tolls shall be as set forth on the detailed toll schedules, each of which is designated "New York State Thruway Toll Schedule 2021" and each of which is appended hereto in Appendix A-1, (see section 101.4 of this Part) and made a part hereof.

(ii) Effective January 1, 2024, for New York E-ZPass customers, the tolls shall be as set forth on the detailed toll schedules, each of which is designated "New York State Thruway Toll Schedule 2024 New York E-ZPass" and each of which is appended hereto in Appendix A-1, (see section 101.4 of this Part) and made a part hereof.

(iii) Effective January 1, 2024, for non-New York E-ZPass and Tolls by Mail customers, the tolls shall be as set forth on the detailed toll schedules, each of which is designated "New York State Thruway Toll Schedule 2024 Non New York E-ZPass/Tolls by Mail" and each of which is appended hereto in Appendix A-1, (see section 101.4 of this Part) and made a part hereof.

(iv) Effective January 1, 2027, for New York E-ZPass customers, the tolls shall be as set forth on the detailed toll schedules, each of which is designated "New York State Thruway Toll Schedule 2027 New York E-ZPass" and each of which is appended hereto in Appendix A-1, (see section 101.4 of this Part) and made a part hereof.

(v) Effective January 1, 2027, for non-New York E-ZPass and Tolls by Mail customers, the tolls shall be as set forth on the detailed toll schedules, each of which is designated "New York State Thruway Toll Schedule 2027 Non New York E-ZPass/Tolls by Mail" and each of which is appended hereto in Appendix A-1, (see section 101.4 of this Part) and made a part hereof.

(2) In the Authority's sole discretion and as set by the Authority, certain classes of vehicles or vehicle types may be eligible for an E-ZPass discount from the toll schedules listed in paragraph (a)(1) of this subdivision and certain vehicles that meet fuel efficiency and emission standards, as determined by the Authority, may also be eligible for an additional E-ZPass discount.

(3) In the Authority's sole discretion, the Authority may prescribe a minimum toll by vehicle class and prescribe administrative fees related to the use of the Thruway system.

(b) Annual permit plan.

(1) Class 2L vehicles with authorized E-ZPass tags are eligible for the annual permit plan on the controlled system only if such vehicles are held in the name of or leased to:

(i) an individual or two individuals not constituting a business entity; or

(ii) a nonprofit, religious, charitable or educational organization.

Class 2L vehicles owned by or leased to partnerships, corporations or other business entities (including rental companies) are not eligible for the annual permit plan. To participate in the annual permit plan, a customer must comply with all of the terms and conditions of the E-ZPass customer agreement.

(2) All customers using E-ZPass tags who apply and qualify for the annual permit plan shall be entitled to use one designated E-ZPass tag, which is transferable to vehicles listed in paragraph (1) of this subdivision that are on the

customer's E-ZPass account, that will provide an unlimited number of trips of 30 miles or less on the controlled system without payment of additional tolls, except that a surcharge shall be charged for all trips across the Castleton-on-Hudson Bridge, which will be charged to the annual permit plan customer's account at the time of exit from the controlled system. The fee for the annual permit plan shall be as set by the Authority from time to time in its sole discretion. Under the annual permit plan, for each trip over 30 miles, the amount of the toll charged shall be discounted by the amount of the toll for the first 30 miles of that trip in accordance with the detailed toll schedule, which, is designated "New York State Thruway Toll Schedule—Annual Permits", which effective January 1, 2024 is designated "New York State Thruway Toll Schedule—Annual Permits 2024", and which effective January 1, 2027 is designated "New York State Thruway Toll Schedule—Annual Permits 2027", which schedules [is] are appended hereto in Appendix A-2, (see section 101.4 of this Part) and made a part hereof. The annual permit plan shall become effective on the date of issuance of such permit and shall be valid for a term of one year. Customers may purchase the annual permit plan for each E-ZPass tag issued to their accounts for vehicles listed in paragraph (1) of this subdivision.

(c) Commercial charge accounts.

Commercial charge accounts. Commercial charge account customers with authorized E-ZPass tags shall be allowed a volume discount on such terms as may be set by the Authority from time to time, provided that their operators or operating companies apply, qualify, establish and maintain a formal commercial charge account with the Authority. Registered omnibuses that maintain a formal charge account with the Authority shall be allowed a special discount, in addition to a volume discount, if any, providing that their operators or operating companies file with the Authority's department of finance and accounts a formal certification that the operator or operating company operates buses on the Thruway system.

(d) Grand Island bridges and barrier stations.

The tolls for the Grand Island bridges and barrier stations are as follows:
(1) Effective January 1, 2021 for New York E-ZPass customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley ***	
					PEAK	OFF PEAK
2L	$0.95	$1.19	$1.19	$1.66	$0.00	$0.00
3L	$1.43	$1.43	$1.43	$2.38	$3.00	$1.50
4L	$1.66	$1.66	$1.66	$2.85	$4.50	$2.25
2H	$1.90	$1.90	$1.90	$3.33	$5.25	$2.63
3H	$2.14	$2.61	$2.14	$4.04	$8.25	$4.13
4H	$2.61	$2.85	$2.61	$4.75	$8.25	$4.13
5H	$4.04	$4.04	$4.04	$7.60	$13.50	$6.75
6H	$4.28	$4.75	$4.28	$8.31	$14.75	$7.38
7H	$4.75	$5.46	$4.75	$9.26	$16.50	$8.25

* Toll collected one way only.
** Toll collected one way only and represent the maximum amounts to be charged. The tolls for certain vehicle classes or types of vehicles may be reduced for New York E-ZPass customers including: (1) during certain hours, on a graduated scale or otherwise; and (2) in the Authority’s sole discretion, upon such terms and conditions as the Authority may determine from time to time.

Effective January 1, 2021 for non-New York E-ZPass customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley **

2L	$1.09	$1.37	$1.37	$1.91	$0.00
3L	$1.64	$1.64	$1.64	$2.73	$3.45
4L	$1.91	$1.91	$1.91	$3.28	$5.18
2H	$2.19	$2.19	$2.19	$3.82	$6.04
3H	$2.46	$3.00	$2.46	$4.64	$9.49
4H	$3.00	$3.28	$3.00	$5.46	$9.49
5H	$4.64	$4.64	$4.64	$8.74	$15.53
6H	$4.92	$5.46	$4.92	$9.56	$16.96
7H	$5.46	$6.28	$5.46	$10.65	$18.98

* Toll collected one way only.

Effective January 1, 2021 for Tolls By Mail customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley **
2L	$1.24	$1.54	$1.54	$2.16	$0.00
3L	$1.85	$1.85	$1.85	$3.09	$3.90
4L	$2.16	$2.16	$2.16	$3.71	$5.85
2H	$2.47	$2.47	$2.47	$4.32	$6.83
3H	$2.78	$3.40	$2.78	$5.25	$10.73
4H	$3.40	$3.71	$3.40	$6.18	$10.73
5H	$5.25	$5.25	$5.25	$9.88	$17.55
6H	$5.56	$6.18	$5.56	$10.81	$19.18
7H	$6.18	$7.10	$6.18	$12.04	$21.45

* Toll collected one way only.

(2) Effective January 1, 2024 for New York E-ZPass customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley***	
					PEAK	*OFF PEAK*
2L	$1.00	$1.25	$1.25	$1.74	$0.00	$0.00
3L	$1.50	$1.50	$1.50	$2.50	$3.15	$1.58
4L	$1.74	$1.74	$1.74	$2.99	$4.73	$2.37
2H	$2.00	$2.00	$2.00	$3.50	$5.51	$2.76
3H	$2.25	$2.74	$2.25	$4.24	$8.66	$4.33
4H	$2.74	$2.99	$2.74	$4.99	$8.66	$4.33
5H	$4.24	$4.24	$4.24	$7.98	$14.18	$7.09

6H	$4.49	$4.99	$4.49	$8.73	$15.49	$7.75
7H	$4.99	$5.73	$4.99	$9.72	$17.33	$8.67

* Toll collected one way only.
** Toll collected one way only and represent the maximum amounts to be charged. The tolls for certain vehicle classes or types of vehicles may be reduced for New York E-ZPass customers including: (1) during certain hours, on a graduated scale or otherwise; and (2) in the Authority's sole discretion, upon such terms and conditions as the Authority may determine from time to time.

Effective January 1, 2024 for non-New York E-ZPass and Tolls by Mail customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley**
2L	$1.75	$2.19	$2.19	$3.05	$0.00
3L	$2.63	$2.63	$2.63	$4.38	$5.51
4L	$3.05	$3.05	$3.05	$5.23	$8.28
2H	$3.50	$3.50	$3.50	$6.13	$9.64
3H	$3.94	$4.80	$3.94	$7.42	$15.16
4H	$4.80	$5.23	$4.80	$8.73	$15.16
5H	$7.42	$7.42	$7.42	$13.97	$24.82
6H	$7.86	$8.73	$7.86	$15.28	$27.11
7H	$8.73	$10.03	$8.73	$17.01	$30.33

* Toll collected one way only.

(3) Effective January 1, 2027 for New York E-ZPass customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley***	
					PEAK	*OFF PEAK*
2L	$1.05	$1.31	$1.31	$1.83	$0.00	$0.00
3L	$1.58	$1.58	$1.58	$2.63	$3.31	$1.66
4L	$1.83	$1.83	$1.83	$3.14	$4.97	$2.49
2H	$2.10	$2.10	$2.10	$3.68	$5.79	$2.90
3H	$2.36	$2.88	$2.36	$4.45	$9.09	$4.55
4H	$2.88	$3.14	$2.88	$5.24	$9.09	$4.55
5H	$4.45	$4.45	$4.45	$8.38	$14.89	$7.45
6H	$4.71	$5.24	$4.71	$9.17	$16.26	$8.13
7H	$5.24	$6.02	$5.24	$10.21	$18.20	$9.10

* Toll collected one way only.
** Toll collected one way only and represent the maximum amounts to be charged. The tolls for certain vehicle classes or types of vehicles may be reduced for New York E-ZPass customers including: (1) during certain hours, on a graduated scale or otherwise; and (2) in the Authority's sole discretion, upon such terms and conditions as the Authority may determine from time to time.

Effective January 1, 2027 for non-New York E-ZPass and Tolls by Mail customers:

	Grand Island Bridges	*Harriman*	*Yonkers*	*New Rochelle**	*Spring Valley**
2L	$1.84	$2.29	$2.29	$3.20	$0.00
3L	$2.77	$2.77	$2.77	$4.60	$5.79
4L	$3.20	$3.20	$3.20	$5.50	$8.70
2H	$3.68	$3.68	$3.68	$6.44	$10.13
3H	$4.13	$5.04	$4.13	$7.79	$15.91
4H	$5.04	$5.50	$5.04	$9.17	$15.91
5H	$7.79	$7.79	$7.79	$14.67	$26.06
6H	$8.24	$9.17	$8.24	$16.05	$28.46
7H	$9.17	$10.54	$9.17	$17.87	$31.85

* Toll collected one way only.

(e) The tolls for the Governor Mario M. Cuomo Bridge are as follows:
Effective January 1, of each of the identified years, the tolls for the Governor Mario M. Cuomo Bridge are as follows:

[Toll rates 2021

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Tolls by Mail
Commuter	$3.15	$3.15		
Resident	$4.75	$4.75		
2L	$5.25	$5.25	$6.04	$6.83
3L	$12.71	$6.36	$14.62	$16.52
4L	$15.20	$7.60	$17.48	$19.76
2H	$16.30	$8.15	$18.75	$21.19
3H	$22.93	$11.47	$26.38	$29.82
4H	$27.36	$13.68	$31.46	$35.56
5H	$42.90	$21.45	$49.34	$55.77
6H	$53.71	$26.86	$61.77	$69.82
7H	$64.52	$32.26	$74.20	$83.87

Toll rates] 2022 and 2023

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass	Tolls by Mail
Commuter	$3.45	$3.45		
Resident	$4.75	$4.75		
2L	$5.75	$5.75	$6.61	$7.48
3L	$13.92	$6.96	$16.01	$18.10
4L	$16.64	$8.32	$19.14	$21.64
2H	$17.86	$8.93	$20.53	$23.21
3H	$25.12	$12.56	$28.89	$32.65
4H	$29.96	$14.98	$34.45	$38.95

5H	$55.77	$27.89	$64.14	$72.51
6H	$69.82	$34.91	$80.30	$90.77
7H	$83.87	$41.94	$96.45	$109.03

2024

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass & Tolls by Mail
Commuter	$3.75	$3.75	
Resident	$5.00	$5.00	
2L	$6.25	$6.25	$10.94
3L	$15.13	$7.57	$26.48
4L	$18.09	$9.05	$31.66
2H	$19.41	$9.71	$33.97
3H	$27.30	$13.65	$47.78
4H	$32.57	$16.29	$57.00
5H	$60.62	$30.31	$106.09
6H	$75.89	$37.95	$132.81
7H	$91.16	$45.58	$159.53

2025

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass & Tolls by Mail
Commuter	$4.05	$4.05	
Resident	$5.40	$5.40	
2L	$6.75	$6.75	$11.81
3L	$16.34	$8.17	$28.60
4L	$19.54	$9.77	$34.20
2H	$20.96	$10.48	$36.68
3H	$29.48	$14.74	$51.59
4H	$35.18	$17.59	$61.57
5H	$65.47	$32.74	$114.57
6H	$81.96	$40.98	$143.43
7H	$98.45	$49.23	$172.29

2026

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass & Tolls by Mail
Commuter	$4.35	$4.35	
Resident	$5.80	$5.80	
2L	$7.25	$7.25	$12.69

3L	$17.55	$8.78	$30.71
4L	$20.99	$10.50	$36.73
2H	$22.51	$11.26	$39.39
3H	$31.66	$15.83	$55.41
4H	$37.79	$18.90	$66.13
5H	$70.32	$35.16	$123.06
6H	$88.03	$44.02	$154.05
7H	$105.74	$52.87	$185.05

2027

	NY E-ZPass Peak	NY E-ZPass Off Peak	Non-NY E-ZPass & Tolls by Mail
Commuter	$4.65	$4.65	
Resident	$6.20	$6.20	
2L	$7.75	$7.75	$13.56
3L	$18.76	$9.38	$32.83
4L	$22.44	$11.22	$39.27
2H	$24.06	$12.03	$42.11
3H	$33.84	$16.92	$59.22
4H	$40.40	$20.20	$70.70
5H	$75.17	$37.59	$131.55
6H	$94.10	$47.05	$164.68
7H	$113.03	$56.52	$197.80

Toll collected one way only and represent the maximum amounts to be charged. The tolls for certain vehicle classes or types of vehicles may be reduced for New York E-ZPass customers including: (1) during certain hours, on a graduated scale or otherwise; and (2) in the Authority's sole discretion, upon such terms and conditions as the Authority may determine from time to time.

(f) Discounts at bridge and barrier stations.

Toll discounts as described in paragraphs (1) and (2) of this subdivision will be provided in accordance with procedures and under such terms and conditions as from time to time may be prescribed by the Authority. Such procedures and terms may prescribe and require minimum trip usage, minimum purchase, minimum deposits and/or administrative service fees on accounts or equipment. To receive a discount, a customer must enroll in an authorized E-ZPass account and comply with the terms and conditions of the E-ZPass customer agreement.

(1) Commuter and residential discount plans. The Authority may, in its sole discretion, establish commuter and residential discount plans. Commuter and residential discounts apply to eligible Class 2L vehicles equipped with E-ZPass tags that are issued to customers who apply, qualify and enroll in one or more of the discount plans as from time to time may be established by the Authority. Eligible Class 2L vehicles are Class 2L vehicles that are held in the name of or leased to: an individual or two individuals not constituting a business entity; or a nonprofit, religious, charitable or educational organization. Class 2L vehicles owned by or leased to partnerships, corporations or other business entities (including rental companies) are not eligible for the commuter or residential discount plans.

(2) Commercial charge accounts. Commercial charge account customers with authorized E-ZPass tags shall be allowed a volume discount on such terms as may be set by the Authority from time to time, provided that their operators or operating companies apply, qualify, establish and maintain a formal commercial charge account with the Authority. Registered omnibuses that maintain a formal commercial charge account with the Authority shall be allowed a special discount upon such terms as may be set by the Authority from time to time and may, at the Authority's discretion, include free passage during certain hours of peak congestion at the Governor Mario M. Cuomo Bridge and the Spring Valley toll barrier, in addition to a volume discount, if any, provided that their operators or operating companies file with the Authority's department of finance and accounts a formal certification that the operator or operating company operates buses on the Thruway system. Volume and special discounts shall be applied to the total toll after incorporating any applicable adjustments.

New York State Thruway
Toll Schedule 2024
Class 2L New York E-ZPass

PROPOSED

Appendix A-1

Class 2L

Vehicles are those with two axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		1.39	0.70	17									
18	New Paltz		2.14	1.44	0.75	18								
19	Kingston		2.86	2.17	1.47	0.72	19							
20	Saugerties		3.32	2.63	1.93	1.18	0.46	20						
21	Catskill		3.91	3.22	2.52	1.78	1.06	0.59	21					
21B	Coxsackie		4.41	3.72	3.02	2.28	1.56	1.09	0.50	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		5.80	5.10	4.41	3.66	2.94	2.48	1.88	1.38	B1			
B2	Taconic Parkway		6.20	5.50	4.80	4.06	3.34	2.87	2.28	1.78	0.40	B2		
B3	Canaan		6.63	5.93	5.24	4.49	3.77	3.31	2.71	2.21	0.83	0.43	B3	
22	Selkirk		4.90	4.21	3.51	2.76	2.04	1.58	0.99	0.49	1.02	1.42	1.85	22
23	Albany (Downtown)		5.23	4.54	3.84	3.09	2.37	1.91	1.31	0.82	1.35	1.75	2.18	0.33
	GANTRY - Fixed toll	0.28												
24	Albany													
	GANTRY - Fixed toll	0.28			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.23			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.16	26										
27	Amsterdam		0.69	0.53	27									
28	Fultonville		1.10	0.94	0.40	28								
29	Canajoharie		1.66	1.50	0.96	0.56	29							
29A	Little Falls		2.43	2.27	1.74	1.33	0.77	29A						
30	Herkimer		2.86	2.70	2.16	1.76	1.20	0.43	30					
31	Utica		3.47	3.31	2.78	2.38	1.82	1.04	0.62	31				
32	Westmoreland-Rome		3.97	3.81	3.27	2.87	2.31	1.54	1.11	0.49	32			
33	Verona-Rome		4.40	4.24	3.71	3.31	2.75	1.97	1.55	0.93	0.44	33		
34	Canastota		4.82	4.66	4.12	3.72	3.16	2.39	1.96	1.34	0.85	0.41	34	
34A	Syracuse I-481		5.52	5.36	4.83	4.43	3.87	3.09	2.67	2.05	1.56	1.12	0.71	34A
	GANTRY - Fixed toll	0.11												
35	Syracuse E.													
	GANTRY - Fixed toll	0.19												
36	Syracuse I-81		36											
37	Electronics Parkway		0.04	37										
38	Syracuse - Liverpool		0.14	0.10	38									
39	Syracuse W. I-690		0.31	0.27	0.17	39								
39	Syracuse W. I-690		39											
40	Weedsport		0.69	40										
41	Waterloo		1.45	0.76	41									
42	Geneva		1.76	1.07	0.31	42								
43	Manchester		2.37	1.69	0.93	0.61	43							
44	Canandaigua		2.70	2.01	1.25	0.94	0.33	44						
	GANTRY - Fixed toll	0.18												
45	Rochester E. I-490													
	GANTRY - Fixed toll	0.54												
46	Rochester I-390													
	GANTRY - Fixed toll	0.76												
47	Leroy I-490		47											
48	Batavia		0.54	48										
48A	Pembroke		1.09	0.54	48A									
49	Depew		1.82	1.27	0.73	49								
50	Buffalo I-290		1.96	1.42	0.87	0.14								

	Erie Section													
No.	Interchanges		55											
56	Blasdell		0.14	56										
57	Hamburg		0.32	0.18	57									
57A	Eden-Angola		0.72	0.58	0.41	57A								
58	Silver Creek		1.22	1.08	0.91	0.50	58							
59	Dunkirk-Fredonia		1.79	1.66	1.48	1.07	0.57	59						
60	Westfield		2.60	2.46	2.29	1.88	1.38	0.81	60					
61	Ripley		3.12	2.98	2.80	2.40	1.90	1.33	0.52					

Note: The above tolls for B1, B2 and B3 include a $.65 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.16 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 3L New York E-ZPass

PROPOSED

Appendix A-1

Class 3L

Vehicles are those with three axles and a height of less than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		2.16	1.08	17										
18	New Paltz		3.31	2.24	1.16	18									
19	Kingston		4.43	3.36	2.27	1.12	19								
20	Saugerties		5.15	4.07	2.99	1.83	0.72	20							
21	Catskill		6.07	4.99	3.91	2.75	1.64	0.92	21						
21B	Coxsackie		6.84	5.77	4.68	3.53	2.41	1.69	0.77	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		8.88	7.81	6.72	5.57	4.45	3.73	2.81	2.04	B1				
B2	Taconic Parkway		9.50	8.42	7.34	6.18	5.07	4.35	3.43	2.66	0.62	B2			
B3	Canaan		10.16	9.09	8.01	6.85	5.74	5.02	4.10	3.32	1.29	0.67	B3		
22	Selkirk		7.60	6.52	5.44	4.28	3.17	2.45	1.53	0.76	1.48	2.09	2.76	22	
23	Albany (Downtown)		8.10	7.03	5.95	4.79	3.67	2.96	2.04	1.26	1.98	2.60	3.27	0.51	23
	GANTRY - Fixed toll	0.43													
24	Albany														
	GANTRY - Fixed toll	0.43			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.36			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.25	26											
27	Amsterdam		1.08	0.83	27										
28	Fultonville		1.70	1.45	0.62	28									
29	Canajoharie		2.57	2.32	1.49	0.87	29								
29A	Little Falls		3.77	3.52	2.69	2.07	1.20	29A							
30	Herkimer		4.43	4.18	3.35	2.73	1.86	0.66	30						
31	Utica		5.38	5.13	4.31	3.68	2.82	1.62	0.96	31					
32	Westmoreland-Rome		6.15	5.90	5.07	4.45	3.58	2.38	1.72	0.76	32				
33	Verona-Rome		6.83	6.58	5.75	5.13	4.26	3.06	2.40	1.44	0.68	33			
34	Canastota		7.47	7.22	6.39	5.77	4.90	3.70	3.04	2.08	1.32	0.64	34		
34A	Syracuse I-481		8.56	8.31	7.49	6.86	6.00	4.80	4.14	3.18	2.41	1.74	1.10	34A	
	GANTRY - Fixed toll	0.17													
35	Syracuse E.														
	GANTRY - Fixed toll	0.29													
36	Syracuse I-81		36												
37	Electronics Parkway		0.06	37											
38	Syracuse - Liverpool		0.22	0.16	38										
39	Syracuse W. I-690		0.48	0.42	0.26	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.07	40											
41	Waterloo		2.24	1.18	41										
42	Geneva		2.73	1.67	0.49	42									
43	Manchester		3.68	2.61	1.44	0.95	43								
44	Canandaigua		4.19	3.12	1.94	1.46	0.51	44							
	GANTRY - Fixed toll	0.28													
45	Rochester E. I-490														
	GANTRY - Fixed toll	0.83													
46	Rochester I-390														
	GANTRY - Fixed toll	1.17													
47	Leroy I-490		47												
48	Batavia		0.84	48											
48A	Pembroke		1.68	0.84	48A										
49	Depew		2.81	1.97	1.13	49									
50	Buffalo I-290		3.04	2.20	1.35	0.22									

	Erie Section														
No.	Interchanges		55												
56	Blasdell		0.22	56											
57	Hamburg		0.49	0.27	57										
57A	Eden-Angola		1.12	0.90	0.63	57A									
58	Silver Creek		1.90	1.68	1.40	0.78	58								
59	Dunkirk-Fredonia		2.78	2.57	2.29	1.66	0.89	59							
60	Westfield		4.04	3.82	3.55	2.92	2.14	1.25	60						
61	Ripley		4.84	4.62	4.35	3.72	2.94	2.05	0.80						

Note: The above tolls for B1, B2 and B3 include a $.90 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.25 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 4L New York E-ZPass

PROPOSED

Appendix A-1

Class 4L

Vehicles are those with four axles and a height of less than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		2.56	1.28	17										
18	New Paltz		3.93	2.66	1.37	18									
19	Kingston		5.25	3.98	2.70	1.32	19								
20	Saugerties		6.10	4.83	3.55	2.18	0.85	20							
21	Catskill		7.19	5.92	4.64	3.27	1.94	1.09	21						
21B	Coxsackie		8.11	6.84	5.55	4.18	2.86	2.01	0.92	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		10.51	9.24	7.95	6.58	5.26	4.41	3.32	2.40	B1				
B2	Taconic Parkway		11.24	9.97	8.69	7.32	5.99	5.14	4.05	3.13	0.73	B2			
B3	Canaan		12.04	10.76	9.48	8.11	6.78	5.93	4.84	3.92	1.53	0.79	B3		
22	Selkirk		9.01	7.73	6.45	5.08	3.75	2.90	1.81	0.90	1.73	2.47	3.26	22	
23	Albany (Downtown)		9.61	8.34	7.05	5.68	4.36	3.51	2.42	1.50	2.33	3.07	3.86	0.60	23
	GANTRY - Fixed toll	0.51													
24	Albany														
	GANTRY - Fixed toll	0.51			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.43			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.29	26											
27	Amsterdam		1.27	0.98	27										
28	Fultonville		2.01	1.72	0.74	28									
29	Canajoharie		3.04	2.75	1.77	1.03	29								
29A	Little Falls		4.46	4.17	3.19	2.45	1.42	29A							
30	Herkimer		5.24	4.95	3.97	3.24	2.21	0.78	30						
31	Utica		6.38	6.09	5.11	4.37	3.34	1.92	1.13	31					
32	Westmoreland-Rome		7.29	7.00	6.02	5.28	4.25	2.82	2.04	0.91	32				
33	Verona-Rome		8.09	7.80	6.82	6.08	5.05	3.63	2.85	1.71	0.81	33			
34	Canastota		8.85	8.56	7.58	6.84	5.81	4.39	3.60	2.47	1.56	0.76	34		
34A	Syracuse I-481		10.15	9.86	8.88	8.14	7.11	5.69	4.90	3.77	2.86	2.06	1.30	34A	
	GANTRY - Fixed toll	0.20													
35	Syracuse E.														
	GANTRY - Fixed toll	0.34													
36	Syracuse I-81		36												
37	Electronics Parkway		0.07	37											
38	Syracuse - Liverpool		0.26	0.19	38										
39	Syracuse W. I-690		0.57	0.49	0.31	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.26	40											
41	Waterloo		2.66	1.40	41										
42	Geneva		3.24	1.97	0.58	42									
43	Manchester		4.36	3.10	1.70	1.12	43								
44	Canandaigua		4.97	3.70	2.30	1.73	0.60	44							
	GANTRY - Fixed toll	0.33													
45	Rochester E. I-490														
	GANTRY - Fixed toll	0.99													
46	Rochester I-390														
	GANTRY - Fixed toll	1.39													
47	Leroy I-490		47												
48	Batavia		1.00	48											
48A	Pembroke		2.00	1.00	48A										
49	Depew		3.34	2.34	1.34	49									
50	Buffalo I-290		3.60	2.60	1.61	0.26									

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.26	56					
57	Hamburg		0.58	0.32	57				
57A	Eden-Angola		1.33	1.07	0.75	57A			
58	Silver Creek		2.25	1.99	1.67	0.92	58		
59	Dunkirk-Fredonia		3.30	3.04	2.72	1.97	1.05	59	
60	Westfield		4.79	4.53	4.20	3.46	2.54	1.49	60
61	Ripley		5.73	5.48	5.15	4.41	3.49	2.44	0.95

Note: The above tolls for B1, B2 and B3 include a $1.05 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.29 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 2H New York E-ZPass

PROPOSED

Appendix A-1

Class 2H

Vehicles are those with two axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		2.76	1.39	17									
18	New Paltz		4.24	2.87	1.48	18								
19	Kingston		5.67	4.29	2.91	1.43	19							
20	Saugerties		6.59	5.21	3.83	2.35	0.92	20						
21	Catskill		7.76	6.39	5.00	3.52	2.09	1.18	21					
21B	Coxsackie		8.75	7.38	5.99	4.51	3.08	2.17	0.99	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		11.31	9.93	8.55	7.07	5.64	4.72	3.54	2.56	B1			
B2	Taconic Parkway		12.10	10.72	9.34	7.86	6.43	5.51	4.34	3.35	0.79	B2		
B3	Canaan		12.95	11.58	10.19	8.71	7.29	6.37	5.19	4.20	1.65	0.85	B3	
22	Selkirk		9.72	8.34	6.96	5.48	4.05	3.13	1.96	0.97	1.84	2.63	3.48	22
23	Albany (Downtown)		10.37	8.99	7.61	6.13	4.70	3.78	2.61	1.62	2.49	3.28	4.13	0.65	23
	GANTRY - Fixed toll	0.55												
24	Albany													
	GANTRY - Fixed toll	0.55			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.46			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.32	26										
27	Amsterdam		1.38	1.06	27									
28	Fultonville		2.18	1.86	0.80	28								
29	Canajoharie		3.28	2.96	1.91	1.11	29							
29A	Little Falls		4.82	4.50	3.44	2.65	1.54	29A						
30	Herkimer		5.67	5.35	4.29	3.49	2.38	0.84	30					
31	Utica		6.89	6.57	5.51	4.71	3.60	2.07	1.22	31				
32	Westmoreland-Rome		7.87	7.55	6.49	5.69	4.58	3.05	2.20	0.98	32			
33	Verona-Rome		8.74	8.42	7.36	6.56	5.45	3.91	3.07	1.85	0.87	33		
34	Canastota		9.55	9.23	8.18	7.38	6.27	4.73	3.89	2.66	1.69	0.82	34	
34A	Syracuse I-481		10.96	10.64	9.58	8.78	7.67	6.13	5.29	4.07	3.09	2.22	1.40	34A
	GANTRY - Fixed toll	0.22												
35	Syracuse E.													
	GANTRY - Fixed toll	0.37												
36	Syracuse I-81		36											
37	Electronics Parkway		0.08	37										
38	Syracuse - Liverpool		0.28	0.20	38									
39	Syracuse W. I-690		0.61	0.53	0.33	39								
39	Syracuse W. I-690		39											
40	Weedsport		1.36	40										
41	Waterloo		2.87	1.51	41									
42	Geneva		3.49	2.13	0.62	42								
43	Manchester		4.71	3.34	1.84	1.21	43							
44	Canandaigua		5.36	3.99	2.48	1.86	0.65	44						
	GANTRY - Fixed toll	0.36												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.06												
46	Rochester I-390													
	GANTRY - Fixed toll	1.50												
47	Leroy I-490		47											
48	Batavia		1.08	48										
48A	Pembroke		2.15	1.08	48A									
49	Depew		3.60	2.52	1.45	49								
50	Buffalo I-290		3.89	2.81	1.73	0.29								

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.28	56					
57	Hamburg		0.63	0.35	57				
57A	Eden-Angola		1.43	1.16	0.80	57A			
58	Silver Creek		2.42	2.15	1.80	0.99	58		
59	Dunkirk-Fredonia		3.56	3.28	2.93	2.13	1.13	59	
60	Westfield		5.16	4.89	4.54	3.73	2.74	1.61	60
61	Ripley		6.19	5.91	5.56	4.76	3.76	2.63	1.02

Note: The above tolls for B1, B2 and B3 include a $1.10 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.32 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 3H New York E-ZPass

PROPOSED

Appendix A-1

Class 3H

Vehicles are those with three axles and a height of more than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		4.75	2.38	17										
18	New Paltz		7.29	4.93	2.55	18									
19	Kingston		9.75	7.39	5.00	2.46	19								
20	Saugerties		11.33	8.97	6.58	4.04	1.58	20							
21	Catskill		13.35	10.99	8.61	6.06	3.60	2.02	21						
21B	Coxsackie		15.05	12.69	10.31	7.76	5.31	3.72	1.70	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		19.10	16.74	14.35	11.81	9.35	7.77	5.75	4.04	B1				
B2	Taconic Parkway		20.46	18.10	15.71	13.17	10.71	9.13	7.11	5.41	1.36	B2			
B3	Canaan		21.93	19.57	17.18	14.64	12.18	10.60	8.58	6.88	2.83	1.47	B3		
22	Selkirk		16.72	14.36	11.97	9.43	6.97	5.39	3.37	1.66	2.81	4.17	5.64	22	
23	Albany (Downtown)		17.84	15.48	13.09	10.55	8.09	6.51	4.48	2.78	3.92	5.29	6.76	1.12	23
	GANTRY - Fixed toll	0.95													
24	Albany														
	GANTRY - Fixed toll	0.95			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.80			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.54	26											
27	Amsterdam		2.36	1.82	27										
28	Fultonville		3.73	3.19	1.37	28									
29	Canajoharie		5.64	5.10	3.28	1.91	29								
29A	Little Falls		8.28	7.74	5.92	4.55	2.64	29A							
30	Herkimer		9.74	9.20	7.38	6.00	4.10	1.45	30						
31	Utica		11.84	11.30	9.48	8.11	6.20	3.56	2.10	31					
32	Westmoreland-Rome		13.52	12.98	11.16	9.79	7.88	5.24	3.79	1.68	32				
33	Verona-Rome		15.02	14.48	12.66	11.29	9.38	6.73	5.28	3.18	1.49	33			
34	Canastota		16.42	15.88	14.07	12.69	10.78	8.14	6.69	4.58	2.90	1.41	34		
34A	Syracuse I-481		18.84	18.30	16.48	15.11	13.20	10.55	9.10	7.00	5.31	3.82	2.41	34A	
	GANTRY - Fixed toll	0.38													
35	Syracuse E.														
	GANTRY - Fixed toll	0.64													
36	Syracuse I-81		36												
37	Electronics Parkway		0.14	37											
38	Syracuse - Liverpool		0.48	0.35	38										
39	Syracuse W. I-690		1.06	0.92	0.57	39									
39	Syracuse W. I-690		39												
40	Weedsport		2.35	40											
41	Waterloo		4.94	2.60	41										
42	Geneva		6.01	3.67	1.07	42									
43	Manchester		8.10	5.75	3.16	2.09	43								
44	Canandaigua		9.22	6.87	4.28	3.20	1.12	44							
	GANTRY - Fixed toll	0.62													
45	Rochester E. I-490														
	GANTRY - Fixed toll	1.83													
46	Rochester I-390														
	GANTRY - Fixed toll	2.58													
47	Leroy I-490		47												
48	Batavia		1.85	48											
48A	Pembroke		3.71	1.85	48A										
49	Depew		6.19	4.34	2.49	49									
50	Buffalo I-290		6.68	4.83	2.98	0.49									

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.48	56					
57	Hamburg		1.08	0.60	57				
57A	Eden-Angola		2.46	1.99	1.38	57A			
58	Silver Creek		4.17	3.69	3.09	1.71	58		
59	Dunkirk-Fredonia		6.12	5.65	5.04	3.66	1.95	59	
60	Westfield		8.88	8.41	7.80	6.42	4.71	2.76	60
61	Ripley		10.64	10.17	9.56	8.18	6.47	4.52	1.76

Note: The above tolls for B1, B2 and B3 include a $1.54 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.54 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 4H New York E-ZPass

PROPOSED

Appendix A-1

Class 4H

Vehicles are those with four axles and a height of more than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		5.23	2.63											
18	New Paltz		8.04	5.43	2.81										
19	Kingston		10.75	8.14	5.52	2.71									
20	Saugerties		12.49	9.89	7.26	4.45	1.74								
21	Catskill		14.72	12.12	9.49	6.68	3.97	2.23							
21B	Coxsackie		16.60	13.99	11.37	8.56	5.85	4.11	1.88						
	Berkshire spur														
B1	Hudson-Renss. I-90		21.36	18.75	16.13	13.32	10.61	8.87	6.64	4.76					
B2	Taconic Parkway		22.86	20.26	17.63	14.82	12.11	10.37	8.14	6.26	1.50				
B3	Canaan		24.48	21.88	19.25	16.44	13.73	11.99	9.76	7.88	3.12	1.62			
22	Selkirk		18.43	15.83	13.20	10.39	7.68	5.94	3.71	1.83	3.40	4.90	6.52		
23	Albany (Downtown)		19.67	17.06	14.43	11.63	8.92	7.17	4.94	3.07	4.63	6.13	7.75	1.23	
	GANTRY - Fixed toll	1.05													
24	Albany														
	GANTRY - Fixed toll	1.05			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.88			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.60	26											
27	Amsterdam		2.61	2.01	27										
28	Fultonville		4.12	3.52	1.51	28									
29	Canajoharie		6.22	5.62	3.62	2.10	29								
29A	Little Falls		9.14	8.54	6.53	5.02	2.91	29A							
30	Herkimer		10.74	10.14	8.13	6.62	4.52	1.60	30						
31	Utica		13.06	12.46	10.45	8.94	6.84	3.92	2.32	31					
32	Westmoreland-Rome		14.91	14.31	12.31	10.80	8.69	5.78	4.18	1.86	32				
33	Verona-Rome		16.56	15.96	13.96	12.44	10.34	7.42	5.82	3.50	1.65	33			
34	Canastota		18.11	17.51	15.51	13.99	11.89	8.98	7.37	5.05	3.20	1.55	34		
34A	Syracuse I-481		20.77	20.17	18.17	16.65	14.55	11.64	10.03	7.71	5.86	4.21	2.66	34A	
	GANTRY - Fixed toll	0.41													
35	Syracuse E.														
	GANTRY - Fixed toll	0.71													
36	Syracuse I-81		36												
37	Electronics Parkway		0.15	37											
38	Syracuse - Liverpool		0.53	0.38	38										
39	Syracuse W. I-690		1.16	1.01	0.63	39									
39	Syracuse W. I-690		39												
40	Weedsport		2.59	40											
41	Waterloo		5.45	2.86	41										
42	Geneva		6.63	4.04	1.18	42									
43	Manchester		8.93	6.34	3.48	2.30	43								
44	Canandaigua		10.16	7.57	4.71	3.53	1.23	44							
	GANTRY - Fixed toll	0.68													
45	Rochester E. I-490														
	GANTRY - Fixed toll	2.02													
46	Rochester I-390														
	GANTRY - Fixed toll	2.84													
47	Leroy I-490		47												
48	Batavia		2.04	48											
48A	Pembroke		4.09	2.04	48A										
49	Depew		6.83	4.79	2.74	49									
50	Buffalo I-290		7.37	5.33	3.28	0.54									

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.53	56					
57	Hamburg		1.19	0.67	57				
57A	Eden-Angola		2.72	2.19	1.53	57A			
58	Silver Creek		4.60	4.07	3.41	1.88	58		
59	Dunkirk-Fredonia		6.75	6.23	5.56	4.03	2.15	59	
60	Westfield		9.80	9.27	8.60	7.08	5.20	3.04	60
61	Ripley		11.74	11.21	10.55	9.02	7.14	4.99	1.94

Note: The above tolls for B1, B2 and B3 include a $2.00 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.

*** Toll will be credited $0.60 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 5H New York E-ZPass

PROPOSED

Appendix A-1

Class 5H

Vehicles are those with five axles and a height of more than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		7.07	3.55											
18	New Paltz		10.87	7.35	3.79										
19	Kingston		14.53	11.01	7.46	3.66									
20	Saugerties		16.89	13.37	9.81	6.02	2.36								
21	Catskill		19.90	16.38	12.83	9.03	5.37	3.01							
21B	Coxsackie		22.44	18.92	15.37	11.57	7.91	5.55	2.54						
	Berkshire spur														
B1	Hudson-Renss. I-90		28.87	25.35	21.80	18.00	14.34	11.98	8.97	6.43					
B2	Taconic Parkway		30.90	27.38	23.83	20.03	16.37	14.01	11.00	8.46	2.03				
B3	Canaan		33.09	29.57	26.02	22.23	18.56	16.21	13.19	10.65	4.22	2.19			
22	Selkirk		24.92	21.40	17.85	14.05	10.39	8.03	5.02	2.48	4.59	6.62	8.81		
23	Albany (Downtown)		26.59	23.07	19.51	15.72	12.06	9.70	6.69	4.15	6.25	8.28	10.48	1.67	
	GANTRY - Fixed toll	1.42													
24	Albany														
	GANTRY - Fixed toll	1.42			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	1.19			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.81	26											
27	Amsterdam		3.52	2.71	27										
28	Fultonville		5.57	4.76	2.05	28									
29	Canajoharie		8.41	7.60	4.89	2.85	29								
29A	Little Falls		12.35	11.54	8.83	6.79	3.94	29A							
30	Herkimer		14.52	13.71	11.00	8.95	6.11	2.17	30						
31	Utica		17.66	16.85	14.13	12.09	9.24	5.30	3.14	31					
32	Westmoreland-Rome		20.16	19.35	16.64	14.60	11.75	7.81	5.65	2.51	32				
33	Verona-Rome		22.39	21.58	18.87	16.82	13.98	10.04	7.87	4.74	2.23	33			
34	Canastota		24.49	23.68	20.97	18.92	16.07	12.13	9.97	6.83	4.32	2.10	34		
34A	Syracuse I-481		28.08	27.27	24.56	22.52	19.67	15.73	13.57	10.43	7.92	5.69	3.60	34A	
	GANTRY - Fixed toll	0.56													
35	Syracuse E.														
	GANTRY - Fixed toll	0.95													
36	Syracuse I-81		36												
37	Electronics Parkway		0.21	37											
38	Syracuse - Liverpool		0.72	0.52	38										
39	Syracuse W. I-690		1.57	1.37	0.85	39									
39	Syracuse W. I-690		39												
40	Weedsport		3.50	40											
41	Waterloo		7.36	3.87	41										
42	Geneva		8.96	5.46	1.60	42									
43	Manchester		12.07	8.58	4.71	3.11	43								
44	Canandaigua		13.74	10.24	6.37	4.78	1.66	44							
	GANTRY - Fixed toll	0.92													
45	Rochester E. I-490														
	GANTRY - Fixed toll	2.73													
46	Rochester I-390														
	GANTRY - Fixed toll	3.84													
47	Leroy I-490		47												
48	Batavia		2.76	48											
48A	Pembroke		5.52	2.76	48A										
49	Depew		9.23	6.47	3.71	49									
50	Buffalo I-290		9.96	7.21	4.44	0.73									

No.	Erie Section Interchanges		55	56	57	57A	58	59	60
56	Blasdell		0.71	56					
57	Hamburg		1.61	0.90	57				
57A	Eden-Angola		3.67	2.96	2.06	57A			
58	Silver Creek		6.22	5.51	4.61	2.54	58		
59	Dunkirk-Fredonia		9.13	8.42	7.52	5.45	2.91	59	
60	Westfield		13.24	12.53	11.63	9.57	7.03	4.12	60
61	Ripley		15.87	15.16	14.26	12.19	9.65	6.74	2.62

Note: The above tolls for B1, B2 and B3 include a $2.70 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.81 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 6H New York E-ZPass

PROPOSED

Appendix A-1

Class 6H

Vehicles are those with six axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		8.77	4.40	17									
18	New Paltz		13.47	9.11	4.70	18								
19	Kingston		18.01	13.65	9.24	4.54	19							
20	Saugerties		20.93	16.57	12.16	7.46	2.92	20						
21	Catskill		24.67	20.30	15.90	11.20	6.66	3.74	21					
21B	Coxsackie		27.81	23.45	19.05	14.34	9.80	6.88	3.15	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		35.68	31.32	26.91	22.21	17.67	14.75	11.01	7.87	B1			
B2	Taconic Parkway		38.19	33.83	29.43	24.72	20.18	17.26	13.53	10.38	2.52	B2		
B3	Canaan		40.91	36.55	32.14	27.44	22.90	19.98	16.24	13.10	5.23	2.72	B3	
22	Selkirk		30.89	26.52	22.12	17.42	12.88	9.96	6.22	3.07	5.58	8.09	10.81	22
23	Albany (Downtown)		32.95	28.59	24.19	19.48	14.94	12.02	8.29	5.14	7.64	10.16	12.88	2.07	23
	GANTRY - Fixed toll	1.76												
24	Albany													
	GANTRY - Fixed toll	1.76			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.48			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.01	26										
27	Amsterdam		4.37	3.36	27									
28	Fultonville		6.91	5.90	2.54	28								
29	Canajoharie		10.43	9.42	6.06	3.53	29							
29A	Little Falls		15.32	14.31	10.95	8.41	4.88	29A						
30	Herkimer		18.00	16.99	13.63	11.09	7.57	2.68	30					
31	Utica		21.89	20.88	17.52	14.98	11.45	6.57	3.89	31				
32	Westmoreland-Rome		25.00	23.99	20.63	18.09	14.56	9.68	7.00	3.11	32			
33	Verona-Rome		27.76	26.75	23.39	20.85	17.33	12.44	9.76	5.87	2.76	33		
34	Canastota		30.36	29.35	25.99	23.45	19.92	15.04	12.36	8.47	5.36	2.60	34	
34A	Syracuse I-481		34.81	33.80	30.44	27.91	24.38	19.50	16.81	12.93	9.82	7.06	4.46	34A
	GANTRY - Fixed toll	0.69												
35	Syracuse E.													
	GANTRY - Fixed toll	1.18												
36	Syracuse I-81		36											
37	Electronics Parkway		0.25	37										
38	Syracuse - Liverpool		0.89	0.64	38									
39	Syracuse W. I-690		1.95	1.70	1.06	39								
39	Syracuse W. I-690		39											
40	Weedsport		4.33	40										
41	Waterloo		9.13	4.79	41									
42	Geneva		11.11	6.77	1.98	42								
43	Manchester		14.96	10.63	5.84	3.86	43							
44	Canandaigua		17.03	12.69	7.90	5.92	2.06	44						
	GANTRY - Fixed toll	1.14												
45	Rochester E. I-490													
	GANTRY - Fixed toll	3.38												
46	Rochester I-390													
	GANTRY - Fixed toll	4.77												
47	Leroy I-490		47											
48	Batavia		3.42	48										
48A	Pembroke		6.85	3.43	48A									
49	Depew		11.44	8.02	4.60	49								
50	Buffalo I-290		12.35	8.93	5.50	0.91								

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.88	56					
57	Hamburg		2.00	1.11	57				
57A	Eden-Angola		4.55	3.67	2.56	57A			
58	Silver Creek		7.71	6.83	5.71	3.15	58		
59	Dunkirk-Fredonia		11.31	10.43	9.32	6.76	3.61	59	
60	Westfield		16.41	15.53	14.42	11.86	8.71	5.10	60
61	Ripley		19.67	18.79	17.67	15.11	11.96	8.35	3.25

Note: The above tolls for B1, B2 and B3 include a $3.24 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.01 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 7H New York E-ZPass

PROPOSED

Appendix A-1

Class 7H

Vehicles are those with seven axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		10.46	5.26	17									
18	New Paltz		16.07	10.87	5.61	18								
19	Kingston		21.49	16.28	11.03	5.42	19							
20	Saugerties		24.97	19.77	14.51	8.90	3.48	20						
21	Catskill		29.43	24.23	18.97	13.36	7.94	4.46	21					
21B	Coxsackie		33.19	27.98	22.72	17.11	11.70	8.21	3.75	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		42.55	37.34	32.08	26.47	21.06	17.57	13.11	9.36	B1			
B2	Taconic Parkway		45.55	40.34	35.09	29.47	24.06	20.57	16.11	12.36	3.00	B2		
B3	Canaan		48.79	43.58	38.33	32.72	27.30	23.81	19.36	15.60	6.24	3.24	B3	
22	Selkirk		36.85	31.65	26.39	20.78	15.36	11.88	7.42	3.67	6.63	9.63	12.87	22
23	Albany (Downtown)		39.32	34.11	28.86	23.25	17.83	14.34	9.89	6.13	9.10	12.10	15.34	2.47
	GANTRY - Fixed toll	2.10												
24	Albany													
	GANTRY - Fixed toll	2.10			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.76			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.20	26										
27	Amsterdam		5.21	4.01	27									
28	Fultonville		8.24	7.04	3.03	28								
29	Canajoharie		12.44	11.24	7.23	4.21	29							
29A	Little Falls		18.27	17.07	13.06	10.03	5.83	29A						
30	Herkimer		21.47	20.27	16.26	13.24	9.03	3.20	30					
31	Utica		26.11	24.91	20.90	17.87	13.67	7.84	4.64	31				
32	Westmoreland-Rome		29.82	28.62	24.61	21.59	17.38	11.55	8.35	3.71	32			
33	Verona-Rome		33.12	31.92	27.91	24.88	20.67	14.85	11.64	7.00	3.29	33		
34	Canastota		36.22	35.02	31.01	27.98	23.77	17.95	14.74	10.10	6.39	3.10	34	
34A	Syracuse I-481		41.53	40.33	36.32	33.30	29.09	23.26	20.06	15.42	11.71	8.42	5.32	34A
	GANTRY - Fixed toll	0.83												
35	Syracuse E.													
	GANTRY - Fixed toll	1.41												
36	Syracuse I-81		36											
37	Electronics Parkway		0.30	37										
38	Syracuse - Liverpool		1.07	0.76	38									
39	Syracuse W. I-690		2.33	2.02	1.26	39								
39	Syracuse W. I-690		39											
40	Weedsport		5.17	40										
41	Waterloo		10.89	5.72	41									
42	Geneva		13.25	8.08	2.36	42								
43	Manchester		17.85	12.68	6.96	4.60	43							
44	Canandaigua		20.32	15.14	9.42	7.06	2.46	44						
	GANTRY - Fixed toll	1.36												
45	Rochester E. I-490													
	GANTRY - Fixed toll	4.04												
46	Rochester I-390													
	GANTRY - Fixed toll	5.69												
47	Leroy I-490		47											
48	Batavia		4.08	48										
48A	Pembroke		8.17	4.09	48A									
49	Depew		13.65	9.57	5.48	49								
50	Buffalo I-290		14.74	10.66	6.57	1.08								

	Erie Section							
No.	Interchanges		55					
56	Blasdell		1.05	56				
57	Hamburg		2.38	1.33	57			
57A	Eden-Angola		5.43	4.38	3.05	57A		
58	Silver Creek		9.19	8.14	6.81	3.76	58	
59	Dunkirk-Fredonia		13.50	12.45	11.12	8.07	4.30	59
60	Westfield		19.59	18.53	17.20	14.15	10.39	6.09
61	Ripley		23.47	22.41	21.08	18.03	14.27	9.97

Note: The above tolls for B1, B2 and B3 include a $3.84 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.20 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 2L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 2L

Vehicles are those with two axles and a height of less than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		2.44	1.22											
18	New Paltz		3.74	2.53	1.31										
19	Kingston		5.00	3.79	2.57	1.26									
20	Saugerties		5.81	4.60	3.38	2.07	0.81								
21	Catskill		6.85	5.64	4.42	3.11	1.85	1.04							
21B	Coxsackie		7.72	6.51	5.29	3.98	2.72	1.91	0.87						
	Berkshire spur														
B1	Hudson-Renss. I-90		10.15	8.94	7.71	6.41	5.15	4.34	3.30	2.42					
B2	Taconic Parkway		10.85	9.64	8.41	7.11	5.85	5.03	4.00	3.12	0.70				
B3	Canaan		11.60	10.39	9.17	7.86	6.60	5.79	4.75	3.88	1.45	0.75			
22	Selkirk		8.58	7.37	6.14	4.84	3.58	2.77	1.73	0.85	1.79	2.49	3.24		
23	Albany (Downtown)		9.15	7.94	6.72	5.41	4.15	3.34	2.30	1.43	2.36	3.06	3.82	0.57	
	GANTRY - Fixed toll	0.49													
24	Albany														
	GANTRY - Fixed toll	0.49			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.41			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.28	26											
27	Amsterdam		1.21	0.93	27										
28	Fultonville		1.92	1.64	0.70	28									
29	Canajoharie		2.90	2.62	1.68	0.98	29								
29A	Little Falls		4.25	3.97	3.04	2.34	1.36	29A							
30	Herkimer		5.00	4.72	3.79	3.08	2.10	0.75	30						
31	Utica		6.08	5.80	4.87	4.16	3.18	1.83	1.08	31					
32	Westmoreland-Rome		6.94	6.66	5.73	5.02	4.05	2.69	1.94	0.86	32				
33	Verona-Rome		7.71	7.43	6.50	5.79	4.81	3.46	2.71	1.63	0.77	33			
34	Canastota		8.43	8.15	7.22	6.51	5.53	4.18	3.43	2.35	1.49	0.72	34		
34A	Syracuse I-481		9.67	9.39	8.46	7.75	6.77	5.42	4.67	3.59	2.73	1.96	1.24	34A	
	GANTRY - Fixed toll	0.19													
35	Syracuse E.														
	GANTRY - Fixed toll	0.33													
36	Syracuse I-81		36												
37	Electronics Parkway		0.07	37											
38	Syracuse - Liverpool		0.25	0.18	38										
39	Syracuse W. I-690		0.54	0.47	0.29	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.20	40											
41	Waterloo		2.54	1.33	41										
42	Geneva		3.08	1.88	0.55	42									
43	Manchester		4.16	2.95	1.62	1.07	43								
44	Canandaigua		4.73	3.53	2.19	1.64	0.57	44							
	GANTRY - Fixed toll	0.32													
45	Rochester E. I-490														
	GANTRY - Fixed toll	0.94													
46	Rochester I-390														
	GANTRY - Fixed toll	1.32													
47	Leroy I-490		47												
48	Batavia		0.95	48											
48A	Pembroke		1.90	0.95	48A										
49	Depew		3.18	2.23	1.28	49									
50	Buffalo I-290		3.43	2.48	1.53	0.25									

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.24	56					
57	Hamburg		0.55	0.31	57				
57A	Eden-Angola		1.26	1.02	0.71	57A			
58	Silver Creek		2.14	1.90	1.59	0.88	58		
59	Dunkirk-Fredonia		3.14	2.90	2.59	1.88	1.00	59	
60	Westfield		4.56	4.31	4.00	3.29	2.42	1.42	60
61	Ripley		5.46	5.22	4.91	4.20	3.32	2.32	0.90

Note: The above tolls for B1, B2 and B3 include a $1.14 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.28 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 3L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 3L

Vehicles are those with three axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		3.77	1.90	17									
18	New Paltz		5.80	3.92	2.02	18								
19	Kingston		7.75	5.87	3.98	1.95	19							
20	Saugerties		9.01	7.13	5.23	3.21	1.26	20						
21	Catskill		10.61	8.74	6.84	4.82	2.86	1.61	21					
21B	Coxsackie		11.97	10.09	8.20	6.17	4.22	2.96	1.35	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		15.54	13.66	11.77	9.74	7.79	6.53	4.92	3.57	B1			
B2	Taconic Parkway		16.62	14.74	12.85	10.82	8.87	7.61	6.01	4.65	1.08	B2		
B3	Canaan		17.79	15.91	14.02	11.99	10.04	8.78	7.18	5.82	2.25	1.17	B3	
22	Selkirk		13.29	11.41	9.52	7.49	5.54	4.28	2.68	1.32	2.59	3.67	4.84	22
23	Albany (Downtown)		14.18	12.30	10.41	8.38	6.43	5.17	3.57	2.21	3.48	4.56	5.73	0.89
	GANTRY - Fixed toll	0.76												
24	Albany													
	GANTRY - Fixed toll	0.76			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.63			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.43	26										
27	Amsterdam		1.88	1.45	27									
28	Fultonville		2.97	2.54	1.09	28								
29	Canajoharie		4.49	4.06	2.61	1.52	29							
29A	Little Falls		6.59	6.16	4.71	3.62	2.10	29A						
30	Herkimer		7.74	7.31	5.87	4.77	3.26	1.15	30					
31	Utica		9.41	8.98	7.54	6.45	4.93	2.83	1.67	31				
32	Westmoreland-Rome		10.75	10.32	8.88	7.78	6.27	4.17	3.01	1.34	32			
33	Verona-Rome		11.94	11.51	10.06	8.97	7.46	5.35	4.20	2.53	1.19	33		
34	Canastota		13.06	12.63	11.18	10.09	8.57	6.47	5.32	3.64	2.31	1.12	34	
34A	Syracuse I-481		14.98	14.55	13.10	12.01	10.49	8.39	7.24	5.56	4.22	3.04	1.92	34A
	GANTRY - Fixed toll	0.30												
35	Syracuse E.													
	GANTRY - Fixed toll	0.51												
36	Syracuse I-81		36											
37	Electronics Parkway		0.11	37										
38	Syracuse - Liverpool		0.38	0.27	38									
39	Syracuse W. I-690		0.84	0.73	0.46	39								
39	Syracuse W. I-690		39											
40	Weedsport		1.86	40										
41	Waterloo		3.93	2.06	41									
42	Geneva		4.78	2.91	0.85	42								
43	Manchester		6.44	4.57	2.51	1.66	43							
44	Canandaigua		7.33	5.46	3.40	2.55	0.89	44						
	GANTRY - Fixed toll	0.49												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.46												
46	Rochester I-390													
	GANTRY - Fixed toll	2.05												
47	Leroy I-490		47											
48	Batavia		1.47	48										
48A	Pembroke		2.95	1.47	48A									
49	Depew		4.92	3.45	1.98	49								
50	Buffalo I-290		5.31	3.84	2.37	0.39								

No.	Erie Section Interchanges		55						
56	Blasdell		0.38	56					
57	Hamburg		0.86	0.48	57				
57A	Eden-Angola		1.96	1.58	1.10	57A			
58	Silver Creek		3.32	2.94	2.46	1.36	58		
59	Dunkirk-Fredonia		4.87	4.49	4.01	2.91	1.55	59	
60	Westfield		7.06	6.68	6.20	5.10	3.75	2.20	60
61	Ripley		8.46	8.08	7.60	6.50	5.15	3.59	1.40

Note: The above tolls for B1, B2 and B3 include a $1.58 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.43 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 4L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 4L

Vehicles are those with four axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		4.48	2.25	17									
18	New Paltz		6.88	4.65	2.40	18								
19	Kingston		9.19	6.97	4.72	2.32	19							
20	Saugerties		10.69	8.46	6.21	3.81	1.49	20						
21	Catskill		12.59	10.37	8.12	5.72	3.40	1.91	21					
21B	Coxsackie		14.20	11.97	9.72	7.32	5.00	3.51	1.61	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		18.40	16.17	13.92	11.52	9.21	7.71	5.81	4.20	B1			
B2	Taconic Parkway		19.68	17.46	15.21	12.81	10.49	9.00	7.09	5.49	1.28	B2		
B3	Canaan		21.07	18.84	16.60	14.19	11.88	10.39	8.48	6.87	2.67	1.39	B3	
22	Selkirk		15.77	13.54	11.29	8.89	6.57	5.08	3.17	1.57	3.03	4.32	5.70	22
23	Albany (Downtown)		16.82	14.60	12.35	9.95	7.63	6.14	4.23	2.62	4.09	5.37	6.76	1.05
	GANTRY - Fixed toll	0.90												
24	Albany													
	GANTRY - Fixed toll	0.90			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.75			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.51	26										
27	Amsterdam		2.23	1.72	27									
28	Fultonville		3.52	3.01	1.29	28								
29	Canajoharie		5.32	4.81	3.09	1.80	29							
29A	Little Falls		7.81	7.30	5.59	4.29	2.49	29A						
30	Herkimer		9.18	8.67	6.96	5.66	3.86	1.37	30					
31	Utica		11.17	10.66	8.94	7.65	5.85	3.35	1.98	31				
32	Westmoreland-Rome		12.76	12.25	10.53	9.24	7.43	4.94	3.57	1.59	32			
33	Verona-Rome		14.16	13.65	11.94	10.64	8.84	6.35	4.98	3.00	1.41	33		
34	Canastota		15.49	14.98	13.27	11.97	10.17	7.68	6.31	4.32	2.74	1.33	34	
34A	Syracuse I-481		17.77	17.26	15.54	14.25	12.45	9.95	8.58	6.60	5.01	3.60	2.28	34A
	GANTRY - Fixed toll	0.35												
35	Syracuse E.													
	GANTRY - Fixed toll	0.60												
36	Syracuse I-81		36											
37	Electronics Parkway		0.13	37										
38	Syracuse - Liverpool		0.46	0.33	38									
39	Syracuse W. I-690		1.00	0.87	0.54	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.21	40										
41	Waterloo		4.66	2.45	41									
42	Geneva		5.67	3.46	1.01	42								
43	Manchester		7.64	5.43	2.98	1.97	43							
44	Canandaigua		8.69	6.48	4.03	3.02	1.05	44						
	GANTRY - Fixed toll	0.58												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.73												
46	Rochester I-390													
	GANTRY - Fixed toll	2.43												
47	Leroy I-490		47											
48	Batavia		1.75	48										
48A	Pembroke		3.49	1.75	48A									
49	Depew		5.84	4.10	2.35	49								
50	Buffalo I-290		6.30	4.56	2.81	0.46								

No.	Erie Section Interchanges		55						
56	Blasdell		0.45	56					
57	Hamburg		1.02	0.57	57				
57A	Eden-Angola		2.32	1.87	1.31	57A			
58	Silver Creek		3.93	3.48	2.92	1.61	58		
59	Dunkirk-Fredonia		5.77	5.33	4.76	3.45	1.84	59	
60	Westfield		8.38	7.93	7.36	6.06	4.45	2.60	60
61	Ripley		10.04	9.59	9.02	7.72	6.11	4.26	1.66

Note: The above tolls for B1, B2 and B3 include a $1.84 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.51 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 2H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 2H

Vehicles are those with two axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		4.83	2.43	17									
18	New Paltz		7.42	5.02	2.59	18								
19	Kingston		9.92	7.52	5.09	2.50	19							
20	Saugerties		11.53	9.12	6.70	4.11	1.61	20						
21	Catskill		13.59	11.18	8.76	6.17	3.67	2.06	21					
21B	Coxsackie		15.32	12.91	10.49	7.90	5.40	3.79	1.73	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		19.80	17.39	14.97	12.38	9.88	8.27	6.21	4.48	B1			
B2	Taconic Parkway		21.18	18.78	16.35	13.76	11.26	9.65	7.60	5.86	1.39	B2		
B3	Canaan		22.68	20.27	17.85	15.26	12.76	11.15	9.09	7.36	2.88	1.50	B3	
22	Selkirk		17.01	14.61	12.18	9.59	7.09	5.48	3.43	1.69	3.22	4.60	6.10	22
23	Albany (Downtown)		18.15	15.75	13.32	10.73	8.23	6.62	4.56	2.83	4.36	5.74	7.24	1.14
	GANTRY - Fixed toll	0.97												
24	Albany													
	GANTRY - Fixed toll	0.97			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.81			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.55	26										
27	Amsterdam		2.40	1.85	27									
28	Fultonville		3.80	3.25	1.40	28								
29	Canajoharie		5.74	5.19	3.34	1.94	29							
29A	Little Falls		8.43	7.88	6.03	4.63	2.69	29A						
30	Herkimer		9.91	9.36	7.51	6.11	4.17	1.48	30					
31	Utica		12.05	11.50	9.65	8.25	6.31	3.62	2.14	31				
32	Westmoreland-Rome		13.76	13.21	11.36	9.96	8.02	5.33	3.85	1.71	32			
33	Verona-Rome		15.28	14.73	12.88	11.48	9.54	6.85	5.37	3.23	1.52	33		
34	Canastota		16.71	16.16	14.31	12.91	10.97	8.28	6.81	4.66	2.95	1.43	34	
34A	Syracuse I-481		19.17	18.62	16.77	15.37	13.43	10.74	9.26	7.12	5.41	3.89	2.46	34A
	GANTRY - Fixed toll	0.38												
35	Syracuse E.													
	GANTRY - Fixed toll	0.65												
36	Syracuse I-81		36											
37	Electronics Parkway		0.14	37										
38	Syracuse - Liverpool		0.49	0.35	38									
39	Syracuse W. I-690		1.07	0.93	0.58	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.39	40										
41	Waterloo		5.03	2.64	41									
42	Geneva		6.12	3.73	1.09	42								
43	Manchester		8.24	5.85	3.21	2.12	43							
44	Canandaigua		9.38	6.99	4.35	3.26	1.14	44						
	GANTRY - Fixed toll	0.63												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.86												
46	Rochester I-390													
	GANTRY - Fixed toll	2.62												
47	Leroy I-490		47											
48	Batavia		1.88	48										
48A	Pembroke		3.77	1.89	48A									
49	Depew		6.30	4.42	2.53	49								
50	Buffalo I-290		6.80	4.92	3.03	0.50								

No.	Erie Section Interchanges		55						
56	Blasdell		0.49	56					
57	Hamburg		1.10	0.61	57				
57A	Eden-Angola		2.51	2.02	1.41	57A			
58	Silver Creek		4.24	3.76	3.15	1.74	58		
59	Dunkirk-Fredonia		6.23	5.75	5.13	3.72	1.99	59	
60	Westfield		9.04	8.56	7.94	6.53	4.80	2.81	60
61	Ripley		10.83	10.35	9.73	8.32	6.59	4.60	1.79

Note: The above tolls for B1, B2 and B3 include a $1.93 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.55 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 3H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 3H

Vehicles are those with three axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		8.30	4.17	17									
18	New Paltz		12.76	8.63	4.45	18								
19	Kingston		17.06	12.93	8.76	4.30	19							
20	Saugerties		19.83	15.69	11.52	7.07	2.77	20						
21	Catskill		23.37	19.23	15.06	10.61	6.31	3.54	21					
21B	Coxsackie		26.35	22.21	18.04	13.59	9.28	6.52	2.98	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		33.43	29.29	25.12	20.67	16.37	13.60	10.06	7.08	B1			
B2	Taconic Parkway		35.81	31.68	27.51	23.05	18.75	15.98	12.44	9.46	2.38	B2		
B3	Canaan		38.38	34.25	30.08	25.62	21.32	18.56	15.02	12.04	4.96	2.57	B3	
22	Selkirk		29.26	25.12	20.95	16.50	12.20	9.43	5.89	2.91	4.91	7.30	9.87	22
23	Albany (Downtown)		31.21	27.08	22.91	18.45	14.15	11.39	7.85	4.87	6.87	9.25	11.83	1.96	23
	GANTRY - Fixed toll	1.67												
24	Albany													
	GANTRY - Fixed toll	1.67			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.40			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.95	26										
27	Amsterdam		4.13	3.18	27									
28	Fultonville		6.54	5.59	2.40	28								
29	Canajoharie		9.88	8.93	5.74	3.34	29							
29A	Little Falls		14.50	13.55	10.37	7.97	4.63	29A						
30	Herkimer		17.04	16.09	12.91	10.51	7.17	2.54	30					
31	Utica		20.73	19.78	16.59	14.19	10.85	6.22	3.68	31				
32	Westmoreland-Rome		23.67	22.72	19.54	17.14	13.80	9.17	6.63	2.95	32			
33	Verona-Rome		26.29	25.34	22.15	19.75	16.41	11.79	9.24	5.56	2.62	33		
34	Canastota		28.75	27.80	24.61	22.21	18.87	14.25	11.70	8.02	5.08	2.46	34	
34A	Syracuse I-481		32.97	32.02	28.84	26.43	23.09	18.47	15.93	12.24	9.30	6.68	4.22	34A
	GANTRY - Fixed toll	0.66												
35	Syracuse E.													
	GANTRY - Fixed toll	1.12												
36	Syracuse I-81		36											
37	Electronics Parkway		0.24	37										
38	Syracuse - Liverpool		0.85	0.60	38									
39	Syracuse W. I-690		1.85	1.61	1.00	39								
39	Syracuse W. I-690		39											
40	Weedsport		4.10	40										
41	Waterloo		8.65	4.54	41									
42	Geneva		10.52	6.41	1.87	42								
43	Manchester		14.17	10.07	5.53	3.65	43							
44	Canandaigua		16.13	12.02	7.48	5.61	1.95	44						
	GANTRY - Fixed toll	1.08												
45	Rochester E. I-490													
	GANTRY - Fixed toll	3.21												
46	Rochester I-390													
	GANTRY - Fixed toll	4.51												
47	Leroy I-490		47											
48	Batavia		3.24	48										
48A	Pembroke		6.48	3.25	48A									
49	Depew		10.84	7.60	4.35	49								
50	Buffalo I-290		11.70	8.46	5.21	0.86								

No.	Erie Section Interchanges		55						
56	Blasdell		0.83	56					
57	Hamburg		1.89	1.06	57				
57A	Eden-Angola		4.31	3.48	2.42	57A			
58	Silver Creek		7.30	6.47	5.41	2.99	58		
59	Dunkirk-Fredonia		10.72	9.88	8.83	6.40	3.42	59	
60	Westfield		15.55	14.71	13.66	11.24	8.25	4.83	60
61	Ripley		18.63	17.79	16.74	14.32	11.33	7.91	3.08

Note: The above tolls for B1, B2 and B3 include a $2.70 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.95 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 4H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 4H

Vehicles are those with four axles and a height of more than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		9.16	4.60	17										
18	New Paltz		14.07	9.51	4.91	18									
19	Kingston		18.81	14.25	9.65	4.74	19								
20	Saugerties		21.86	17.30	12.70	7.79	3.05	20							
21	Catskill		25.76	21.20	16.60	11.69	6.95	3.90	21						
21B	Coxsackie		29.05	24.49	19.89	14.98	10.24	7.19	3.28	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		37.38	32.82	28.22	23.31	18.57	15.52	11.62	8.33	B1				
B2	Taconic Parkway		40.00	35.45	30.85	25.94	21.19	18.14	14.24	10.96	2.63	B2			
B3	Canaan		42.84	38.28	33.68	28.77	24.03	20.98	17.08	13.80	5.46	2.84	B3		
22	Selkirk		32.26	27.70	23.10	18.19	13.45	10.40	6.50	3.21	5.94	8.57	11.41	22	
23	Albany (Downtown)		34.41	29.86	25.26	20.35	15.60	12.55	8.65	5.37	8.10	10.73	13.56	2.16	23
	GANTRY - Fixed toll	1.84													
24	Albany														
	GANTRY - Fixed toll	1.84			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	1.54			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		1.05	26											
27	Amsterdam		4.56	3.51	27										
28	Fultonville		7.21	6.16	2.65	28									
29	Canajoharie		10.89	9.84	6.33	3.68	29								
29A	Little Falls		15.99	14.94	11.43	8.78	5.10	29A							
30	Herkimer		18.79	17.74	14.23	11.59	7.90	2.80	30						
31	Utica		22.85	21.80	18.29	15.64	11.96	6.86	4.06	31					
32	Westmoreland-Rome		26.10	25.05	21.54	18.89	15.21	10.11	7.31	3.25	32				
33	Verona-Rome		28.98	27.93	24.42	21.78	18.09	12.99	10.19	6.13	2.88	33			
34	Canastota		31.70	30.65	27.14	24.49	20.81	15.71	12.90	8.84	5.60	2.71	34		
34A	Syracuse I-481		36.35	35.30	31.79	29.14	25.46	20.36	17.56	13.50	10.25	7.37	4.66	34A	
	GANTRY - Fixed toll	0.73													
35	Syracuse E.														
	GANTRY - Fixed toll	1.23													
36	Syracuse I-81		36												
37	Electronics Parkway		0.27	37											
38	Syracuse - Liverpool		0.93	0.67	38										
39	Syracuse W. I-690		2.04	1.77	1.11	39									
39	Syracuse W. I-690		39												
40	Weedsport		4.53	40											
41	Waterloo		9.53	5.01	41										
42	Geneva		11.60	7.07	2.07	42									
43	Manchester		15.63	11.10	6.09	4.03	43								
44	Canandaigua		17.78	13.26	8.25	6.18	2.15	44							
	GANTRY - Fixed toll	1.19													
45	Rochester E. I-490														
	GANTRY - Fixed toll	3.53													
46	Rochester I-390														
	GANTRY - Fixed toll	4.98													
47	Leroy I-490		47												
48	Batavia		3.57	48											
48A	Pembroke		7.15	3.58	48A										
49	Depew		11.95	8.38	4.80	49									
50	Buffalo I-290		12.90	9.33	5.75	0.95									

No.	Erie Section Interchanges		55						
56	Blasdell		0.92	56					
57	Hamburg		2.08	1.16	57				
57A	Eden-Angola		4.75	3.83	2.67	57A			
58	Silver Creek		8.05	7.13	5.96	3.29	58		
59	Dunkirk-Fredonia		11.81	10.89	9.73	7.06	3.77	59	
60	Westfield		17.14	16.22	15.06	12.39	9.09	5.33	60
61	Ripley		20.54	19.62	18.45	15.78	12.49	8.72	3.40

Note: The above tolls for B1, B2 and B3 include a $3.50 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.05 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 5H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 5H

Vehicles are those with five axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		12.38	6.22	17									
18	New Paltz		19.02	12.86	6.64	18								
19	Kingston		25.43	19.27	13.05	6.41	19							
20	Saugerties		29.56	23.40	17.18	10.54	4.12	20						
21	Catskill		34.83	28.67	22.45	15.81	9.40	5.28	21					
21B	Coxsackie		39.27	33.11	26.89	20.25	13.84	9.72	4.44	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		50.54	44.37	38.16	31.51	25.10	20.98	15.70	11.26	B1			
B2	Taconic Parkway		54.09	47.93	41.71	35.07	28.66	24.53	19.26	14.81	3.55	B2		
B3	Canaan		57.92	51.76	45.54	38.90	32.49	28.37	23.09	18.65	7.39	3.84	B3	
22	Selkirk		43.61	37.45	31.23	24.59	18.18	14.06	8.78	4.34	8.03	11.58	15.42	22
23	Albany (Downtown)		46.53	40.37	34.15	27.51	21.10	16.98	11.70	7.26	10.95	14.50	18.34	2.92
	GANTRY - Fixed toll	2.48												
24	Albany													
	GANTRY - Fixed toll	2.49			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	2.08			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.42	26										
27	Amsterdam		6.17	4.75	27									
28	Fultonville		9.75	8.33	3.58	28								
29	Canajoharie		14.73	13.31	8.56	4.98	29							
29A	Little Falls		21.62	20.20	15.46	11.88	6.90	29A						
30	Herkimer		25.41	23.99	19.25	15.67	10.69	3.79	30					
31	Utica		30.90	29.48	24.74	21.15	16.17	9.28	5.49	31				
32	Westmoreland-Rome		35.29	33.87	29.13	25.54	20.57	13.67	9.88	4.39	32			
33	Verona-Rome		39.19	37.77	33.02	29.44	24.46	17.57	13.78	8.29	3.90	33		
34	Canastota		42.86	41.44	36.69	33.11	28.13	21.24	17.45	11.96	7.57	3.67	34	
34A	Syracuse I-481		49.15	47.73	42.99	39.41	34.43	27.53	23.74	18.25	13.86	9.96	6.29	34A
	GANTRY - Fixed toll	0.98												
35	Syracuse E.													
	GANTRY - Fixed toll	1.67												
36	Syracuse I-81		36											
37	Electronics Parkway		0.36	37										
38	Syracuse - Liverpool		1.26	0.90	38									
39	Syracuse W. I-690		2.75	2.40	1.49	39								
39	Syracuse W. I-690		39											
40	Weedsport		6.12	40										
41	Waterloo		12.89	6.77	41									
42	Geneva		15.68	9.56	2.79	42								
43	Manchester		21.13	15.01	8.24	5.45	43							
44	Canandaigua		24.04	17.92	11.15	8.36	2.91	44						
	GANTRY - Fixed toll	1.61												
45	Rochester E. I-490													
	GANTRY - Fixed toll	4.78												
46	Rochester I-390													
	GANTRY - Fixed toll	6.73												
47	Leroy I-490		47											
48	Batavia		4.83	48										
48A	Pembroke		9.67	4.84	48A									
49	Depew		16.16	11.33	6.49	49								
50	Buffalo I-290		17.44	12.61	7.77	1.28								

No.	Erie Section Interchanges		55						
56	Blasdell		1.24	56					
57	Hamburg		2.82	1.57	57				
57A	Eden-Angola		6.43	5.18	3.61	57A			
58	Silver Creek		10.88	9.64	8.06	4.45	58		
59	Dunkirk-Fredonia		15.97	14.73	13.16	9.55	5.09	59	
60	Westfield		23.18	21.93	20.36	16.75	12.30	7.20	60
61	Ripley		27.77	26.53	24.95	21.34	16.89	11.80	4.59

Note: The above tolls for B1, B2 and B3 include a $4.73 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.42 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 6H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 6H

Vehicles are those with six axles and a height of more than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		15.34	7.71	17										
18	New Paltz		23.57	15.94	8.23	18									
19	Kingston		31.52	23.88	16.18	7.95	19								
20	Saugerties		36.63	28.99	21.29	13.06	5.11	20							
21	Catskill		43.17	35.53	27.83	19.60	11.65	6.54	21						
21B	Coxsackie		48.67	41.04	33.33	25.10	17.15	12.04	5.50	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		62.44	54.80	47.10	38.87	30.92	25.81	19.27	13.77	B1				
B2	Taconic Parkway		66.84	59.21	51.50	43.27	35.32	30.21	23.67	18.17	4.40	B2			
B3	Canaan		71.59	63.96	56.25	48.02	40.08	34.96	28.43	22.92	9.16	4.75	B3		
22	Selkirk		54.05	46.42	38.71	30.48	22.53	17.42	10.88	5.38	9.76	14.16	18.92	22	
23	Albany (Downtown)		57.67	50.03	42.33	34.10	26.15	21.04	14.50	9.00	13.38	17.78	22.53	3.62	23
	GANTRY - Fixed toll	3.08													
24	Albany														
	GANTRY - Fixed toll	3.08			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	2.58			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		1.76	26											
27	Amsterdam		7.64	5.88	27										
28	Fultonville		12.08	10.32	4.44	28									
29	Canajoharie		18.25	16.49	10.61	6.17	29								
29A	Little Falls		26.80	25.04	19.16	14.72	8.55	29A							
30	Herkimer		31.49	29.73	23.85	19.41	13.24	4.70	30						
31	Utica		38.30	36.54	30.66	26.22	20.05	11.50	6.80	31					
32	Westmoreland-Rome		43.74	41.98	36.10	31.66	25.49	16.94	12.24	5.44	32				
33	Verona-Rome		48.57	46.81	40.93	36.49	30.32	21.77	17.08	10.27	4.83	33			
34	Canastota		53.12	51.36	45.48	41.04	34.87	26.32	21.62	14.82	9.38	4.55	34		
34A	Syracuse I-481		60.92	59.16	53.28	48.84	42.67	34.12	29.42	22.62	17.18	12.35	7.80	34A	
	GANTRY - Fixed toll	1.22													
35	Syracuse E.														
	GANTRY - Fixed toll	2.07													
36	Syracuse I-81		36												
37	Electronics Parkway		0.44	37											
38	Syracuse - Liverpool		1.56	1.12	38										
39	Syracuse W. I-690		3.41	2.97	1.85	39									
39	Syracuse W. I-690		39												
40	Weedsport		7.58	40											
41	Waterloo		15.97	8.39	41										
42	Geneva		19.43	11.85	3.46	42									
43	Manchester		26.19	18.60	10.21	6.75	43								
44	Canandaigua		29.80	22.21	13.82	10.36	3.61	44							
	GANTRY - Fixed toll	2.00													
45	Rochester E. I-490														
	GANTRY - Fixed toll	5.92													
46	Rochester I-390														
	GANTRY - Fixed toll	8.34													
47	Leroy I-490		47												
48	Batavia		5.99	48											
48A	Pembroke		11.98	6.00	48A										
49	Depew		20.02	14.04	8.04	49									
50	Buffalo I-290		21.61	15.63	9.63	1.59									

No.	Erie Section Interchanges		55						
56	Blasdell		1.54	56					
57	Hamburg		3.49	1.95	57				
57A	Eden-Angola		7.97	6.42	4.47	57A			
58	Silver Creek		13.49	11.94	9.99	5.52	58		
59	Dunkirk-Fredonia		19.80	18.26	16.31	11.83	6.31	59	
60	Westfield		28.73	27.18	25.23	20.76	15.24	8.93	60
61	Ripley		34.42	32.87	30.92	26.45	20.93	14.62	5.69

Note: The above tolls for B1, B2 and B3 include a $5.67 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.76 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2024
Class 7H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 7H

Vehicles are those with seven axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		18.31	9.20	17									
18	New Paltz		28.13	19.02	9.82	18								
19	Kingston		37.61	28.50	19.30	9.48	19							
20	Saugerties		43.70	34.59	25.40	15.58	6.10	20						
21	Catskill		51.51	42.40	33.20	23.38	13.90	7.80	21					
21B	Coxsackie		58.07	48.96	39.77	29.95	20.47	14.37	6.57	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		74.45	65.34	56.15	46.33	36.85	30.75	22.95	16.38	B1			
B2	Taconic Parkway		79.70	70.59	61.40	51.58	42.10	36.00	28.20	21.63	5.25	B2		
B3	Canaan		85.38	76.27	67.07	57.25	47.77	41.67	33.87	27.30	10.92	5.67	B3	
22	Selkirk		64.49	55.38	46.19	36.37	26.89	20.79	12.99	6.42	11.60	16.85	22.53	22
23	Albany (Downtown)		68.81	59.70	50.50	40.68	31.20	25.10	17.30	10.73	15.92	21.17	26.84	4.31
	GANTRY - Fixed toll	3.67												
24	Albany													
	GANTRY - Fixed toll	3.68			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	3.08			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		2.10	26										
27	Amsterdam		9.12	7.02	27									
28	Fultonville		14.41	12.31	5.30	28								
29	Canajoharie		21.78	19.68	12.66	7.36	29							
29A	Little Falls		31.97	29.87	22.85	17.56	10.20	29A						
30	Herkimer		37.58	35.48	28.46	23.16	15.80	5.60	30					
31	Utica		45.69	43.59	36.58	31.28	23.92	13.72	8.12	31				
32	Westmoreland-Rome		52.19	50.09	43.07	37.77	30.41	20.21	14.61	6.49	32			
33	Verona-Rome		57.95	55.85	48.83	43.54	36.17	25.98	20.37	12.26	5.76	33		
34	Canastota		63.38	61.28	54.26	48.96	41.60	31.40	25.80	17.68	11.19	5.43	34	
34A	Syracuse I-481		72.68	70.58	63.57	58.27	50.91	40.71	35.11	26.99	20.50	14.73	9.31	34A
	GANTRY - Fixed toll	1.45												
35	Syracuse E.													
	GANTRY - Fixed toll	2.47												
36	Syracuse I-81		36											
37	Electronics Parkway		0.53	37										
38	Syracuse - Liverpool		1.86	1.33	38									
39	Syracuse W. I-690		4.07	3.54	2.21	39								
39	Syracuse W. I-690		39											
40	Weedsport		9.05	40										
41	Waterloo		19.06	10.01	41									
42	Geneva		23.19	14.14	4.13	42								
43	Manchester		31.24	22.19	12.18	8.05	43							
44	Canandaigua		35.55	26.50	16.49	12.36	4.31	44						
	GANTRY - Fixed toll	2.38												
45	Rochester E. I-490													
	GANTRY - Fixed toll	7.07												
46	Rochester I-390													
	GANTRY - Fixed toll	9.95												
47	Leroy I-490		47											
48	Batavia		7.14	48										
48A	Pembroke		14.29	7.15	48A									
49	Depew		23.89	16.75	9.60	49								
50	Buffalo I-290		25.79	18.65	11.49	1.89								

No.	Erie Section Interchanges		55						
56	Blasdell		1.84	56					
57	Hamburg		4.17	2.33	57				
57A	Eden-Angola		9.50	7.67	5.34	57A			
58	Silver Creek		16.09	14.25	11.92	6.59	58		
59	Dunkirk-Fredonia		23.62	21.78	19.45	14.12	7.53	59	
60	Westfield		34.27	32.43	30.11	24.77	18.18	10.65	60
61	Ripley		41.06	39.22	36.90	31.56	24.97	17.44	6.79

Note: The above tolls for B1, B2 and B3 include a $6.72 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $2.10 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 2L New York E-ZPass

PROPOSED

Appendix A-1

Class 2L

Vehicles are those with two axles and a height of less than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		1.46	0.73											
18	New Paltz		2.24	1.52	0.78										
19	Kingston		3.00	2.27	1.54	0.76									
20	Saugerties		3.48	2.76	2.02	1.24	0.49								
21	Catskill		4.11	3.38	2.65	1.86	1.11	0.62							
21B	Coxsackie		4.63	3.90	3.17	2.39	1.63	1.15	0.52						
	Berkshire spur														
B1	Hudson-Renss. I-90		6.08	5.35	4.62	3.84	3.08	2.60	1.97	1.45					
B2	Taconic Parkway		6.50	5.77	5.04	4.26	3.50	3.01	2.39	1.87	0.42				
B3	Canaan		6.95	6.22	5.49	4.71	3.95	3.47	2.84	2.32	0.87	0.45			
22	Selkirk		5.14	4.41	3.68	2.90	2.14	1.66	1.04	0.51	1.07	1.49	1.94		
23	Albany (Downtown)		5.48	4.76	4.03	3.24	2.49	2.00	1.38	0.86	1.41	1.83	2.28	0.34	
	GANTRY - Fixed toll	0.29													
24	Albany														
	GANTRY - Fixed toll	0.29			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.25			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.17	26											
27	Amsterdam		0.73	0.56	27										
28	Fultonville		1.15	0.98	0.42	28									
29	Canajoharie		1.74	1.57	1.01	0.59	29								
29A	Little Falls		2.55	2.38	1.82	1.40	0.81	29A							
30	Herkimer		3.00	2.83	2.27	1.85	1.26	0.45	30						
31	Utica		3.64	3.47	2.92	2.49	1.91	1.09	0.65	31					
32	Westmoreland-Rome		4.16	3.99	3.43	3.01	2.42	1.61	1.16	0.52	32				
33	Verona-Rome		4.62	4.45	3.89	3.47	2.88	2.07	1.62	0.98	0.46	33			
34	Canastota		5.05	4.88	4.33	3.90	3.32	2.50	2.06	1.41	0.89	0.43	34		
34A	Syracuse I-481		5.80	5.63	5.07	4.64	4.06	3.25	2.80	2.15	1.63	1.17	0.74	34A	
	GANTRY - Fixed toll	0.12													
35	Syracuse E.														
	GANTRY - Fixed toll	0.20													
36	Syracuse I-81		36												
37	Electronics Parkway		0.04	37											
38	Syracuse - Liverpool		0.15	0.11	38										
39	Syracuse W. I-690		0.32	0.28	0.18	39									
39	Syracuse W. I-690		39												
40	Weedsport		0.72	40											
41	Waterloo		1.52	0.80	41										
42	Geneva		1.85	1.13	0.33	42									
43	Manchester		2.49	1.77	0.97	0.64	43								
44	Canandaigua		2.83	2.11	1.31	0.99	0.34	44							
	GANTRY - Fixed toll	0.19													
45	Rochester E. I-490														
	GANTRY - Fixed toll	0.56													
46	Rochester I-390														
	GANTRY - Fixed toll	0.79													
47	Leroy I-490		47												
48	Batavia		0.57	48											
48A	Pembroke		1.14	0.57	48A										
49	Depew		1.90	1.34	0.77	49									
50	Buffalo I-290		2.06	1.49	0.92	0.15									

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.15	56					
57	Hamburg		0.33	0.19	57				
57A	Eden-Angola		0.76	0.61	0.43	57A			
58	Silver Creek		1.28	1.14	0.95	0.52	58		
59	Dunkirk-Fredonia		1.88	1.74	1.55	1.13	0.60	59	
60	Westfield		2.73	2.59	2.40	1.97	1.45	0.85	60
61	Ripley		3.27	3.13	2.94	2.52	1.99	1.39	0.54

Note: The above tolls for B1, B2 and B3 include a $.68 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.17 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 3L New York E-ZPass

PROPOSED

Appendix A-1

Class 3L

Vehicles are those with three axles and a height of less than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		2.26	1.14	17										
18	New Paltz		3.48	2.35	1.21	18									
19	Kingston		4.65	3.52	2.39	1.17	19								
20	Saugerties		5.40	4.28	3.14	1.93	0.75	20							
21	Catskill		6.37	5.24	4.10	2.89	1.72	0.96	21						
21B	Coxsackie		7.18	6.05	4.92	3.70	2.53	1.78	0.81	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		9.32	8.20	7.06	5.85	4.67	3.92	2.96	2.14	B1				
B2	Taconic Parkway		9.97	8.85	7.71	6.50	5.32	4.57	3.61	2.79	0.65	B2			
B3	Canaan		10.67	9.55	8.41	7.20	6.02	5.27	4.31	3.49	1.35	0.70	B3		
22	Selkirk		7.97	6.85	5.71	4.50	3.32	2.57	1.61	0.79	1.55	2.20	2.90	22	
23	Albany (Downtown)		8.51	7.38	6.24	5.03	3.86	3.10	2.14	1.33	2.09	2.74	3.44	0.53	23
	GANTRY - Fixed toll	0.45													
24	Albany														
	GANTRY - Fixed toll	0.45			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.38			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.26	26											
27	Amsterdam		1.13	0.87	27										
28	Fultonville		1.78	1.52	0.65	28									
29	Canajoharie		2.69	2.43	1.56	0.91	29								
29A	Little Falls		3.95	3.69	2.83	2.17	1.26	29A							
30	Herkimer		4.65	4.39	3.52	2.86	1.95	0.69	30						
31	Utica		5.65	5.39	4.52	3.87	2.96	1.70	1.00	31					
32	Westmoreland-Rome		6.45	6.19	5.32	4.67	3.76	2.50	1.81	0.80	32				
33	Verona-Rome		7.16	6.90	6.04	5.38	4.47	3.21	2.52	1.52	0.71	33			
34	Canastota		7.84	7.58	6.71	6.05	5.14	3.88	3.19	2.19	1.38	0.67	34		
34A	Syracuse I-481		8.99	8.73	7.86	7.20	6.29	5.03	4.34	3.34	2.53	1.82	1.15	34A	
	GANTRY - Fixed toll	0.18													
35	Syracuse E.														
	GANTRY - Fixed toll	0.31													
36	Syracuse I-81		36												
37	Electronics Parkway		0.07	37											
38	Syracuse - Liverpool		0.23	0.16	38										
39	Syracuse W. I-690		0.50	0.44	0.27	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.12	40											
41	Waterloo		2.36	1.24	41										
42	Geneva		2.87	1.75	0.51	42									
43	Manchester		3.86	2.74	1.51	1.00	43								
44	Canandaigua		4.39	3.28	2.04	1.53	0.53	44							
	GANTRY - Fixed toll	0.29													
45	Rochester E. I-490														
	GANTRY - Fixed toll	0.87													
46	Rochester I-390														
	GANTRY - Fixed toll	1.23													
47	Leroy I-490		47												
48	Batavia		0.88	48											
48A	Pembroke		1.77	0.88	48A										
49	Depew		2.95	2.07	1.19	49									
50	Buffalo I-290		3.19	2.31	1.42	0.23									

No.	Erie Section Interchanges		55						
56	Blasdell		0.23	56					
57	Hamburg		0.52	0.29	57				
57A	Eden-Angola		1.18	0.95	0.66	57A			
58	Silver Creek		1.99	1.76	1.47	0.81	58		
59	Dunkirk-Fredonia		2.92	2.69	2.40	1.74	0.93	59	
60	Westfield		4.24	4.01	3.72	3.06	2.25	1.32	60
61	Ripley		5.08	4.85	4.56	3.90	3.09	2.16	0.84

Note: The above tolls for B1, B2 and B3 include a $.95 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.26 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 4L New York E-ZPass

PROPOSED

Appendix A-1

Class 4L

Vehicles are those with four axles and a height of less than 7'6"

No.	Interchange		15	16	17	18	19	20	21	21B	B1	B2	B3	22	23
17	Newburgh I-84		2.68	1.35	17										
18	New Paltz		4.12	2.79	1.44	18									
19	Kingston		5.51	4.18	2.83	1.39	19								
20	Saugerties		6.41	5.07	3.72	2.28	0.89	20							
21	Catskill		7.55	6.22	4.87	3.43	2.04	1.14	21						
21B	Coxsackie		8.52	7.18	5.83	4.39	3.00	2.11	0.96	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		11.03	9.70	8.35	6.91	5.52	4.62	3.48	2.52	B1				
B2	Taconic Parkway		11.80	10.47	9.12	7.68	6.29	5.39	4.25	3.29	0.77	B2			
B3	Canaan		12.63	11.30	9.95	8.51	7.12	6.23	5.08	4.12	1.60	0.83	B3		
22	Selkirk		9.46	8.12	6.77	5.33	3.94	3.05	1.90	0.94	1.82	2.59	3.42	22	
23	Albany (Downtown)		10.09	8.75	7.40	5.96	4.57	3.68	2.54	1.57	2.45	3.22	4.05	0.63	23
	GANTRY - Fixed toll	0.54													
24	Albany														
	GANTRY - Fixed toll	0.54			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.45			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.31	26											
27	Amsterdam		1.34	1.03	27										
28	Fultonville		2.12	1.81	0.78	28									
29	Canajoharie		3.20	2.89	1.86	1.08	29								
29A	Little Falls		4.69	4.38	3.35	2.57	1.50	29A							
30	Herkimer		5.51	5.20	4.17	3.40	2.32	0.82	30						
31	Utica		6.70	6.39	5.36	4.59	3.51	2.01	1.19	31					
32	Westmoreland-Rome		7.65	7.34	6.32	5.54	4.46	2.96	2.14	0.95	32				
33	Verona-Rome		8.50	8.19	7.16	6.38	5.30	3.81	2.99	1.80	0.85	33			
34	Canastota		9.29	8.98	7.96	7.18	6.10	4.60	3.78	2.59	1.64	0.80	34		
34A	Syracuse I-481		10.66	10.35	9.32	8.54	7.46	5.97	5.15	3.96	3.01	2.16	1.36	34A	
	GANTRY - Fixed toll	0.21													
35	Syracuse E.														
	GANTRY - Fixed toll	0.36													
36	Syracuse I-81		36												
37	Electronics Parkway		0.08	37											
38	Syracuse - Liverpool		0.27	0.20	38										
39	Syracuse W. I-690		0.60	0.52	0.32	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.33	40											
41	Waterloo		2.79	1.47	41										
42	Geneva		3.40	2.07	0.61	42									
43	Manchester		4.58	3.25	1.79	1.18	43								
44	Canandaigua		5.21	3.89	2.42	1.81	0.63	44							
	GANTRY - Fixed toll	0.35													
45	Rochester E. I-490														
	GANTRY - Fixed toll	1.04													
46	Rochester I-390														
	GANTRY - Fixed toll	1.46													
47	Leroy I-490		47												
48	Batavia		1.05	48											
48A	Pembroke		2.10	1.05	48A										
49	Depew		3.50	2.46	1.41	49									
50	Buffalo I-290		3.78	2.73	1.69	0.28									

No.	Erie Section Interchanges		55	56	57	57A	58	59	60
56	Blasdell		0.27	56					
57	Hamburg		0.61	0.34	57				
57A	Eden-Angola		1.39	1.12	0.78	57A			
58	Silver Creek		2.36	2.09	1.75	0.97	58		
59	Dunkirk-Fredonia		3.46	3.19	2.85	2.07	1.10	59	
60	Westfield		5.03	4.76	4.41	3.63	2.67	1.56	60
61	Ripley		6.02	5.75	5.41	4.63	3.66	2.56	1.00

Note: The above tolls for B1, B2 and B3 include a $1.10 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.31 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 2H New York E-ZPass

PROPOSED

Appendix A-1

Class 2H

Vehicles are those with two axles and a height of more than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		2.90	1.46	17										
18	New Paltz		4.45	3.01	1.55	18									
19	Kingston		5.95	4.51	3.06	1.50	19								
20	Saugerties		6.92	5.48	4.02	2.47	0.97	20							
21	Catskill		8.15	6.71	5.26	3.70	2.20	1.23	21						
21B	Coxsackie		9.19	7.75	6.29	4.74	3.24	2.27	1.04	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		11.88	10.44	8.98	7.43	5.93	4.96	3.73	2.69	B1				
B2	Taconic Parkway		12.71	11.27	9.82	8.26	6.76	5.79	4.56	3.52	0.83	B2			
B3	Canaan		13.61	12.17	10.71	9.16	7.66	6.69	5.46	4.42	1.73	0.90	B3		
22	Selkirk		10.21	8.77	7.31	5.76	4.26	3.29	2.06	1.02	1.93	2.76	3.66	22	
23	Albany (Downtown)		10.89	9.45	7.99	6.44	4.94	3.97	2.74	1.70	2.62	3.45	4.35	0.68	23
	GANTRY - Fixed toll	0.58													
24	Albany														
	GANTRY - Fixed toll	0.58			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	0.49			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		0.33	26											
27	Amsterdam		1.44	1.11	27										
28	Fultonville		2.28	1.95	0.84	28									
29	Canajoharie		3.44	3.11	2.00	1.17	29								
29A	Little Falls		5.06	4.73	3.62	2.78	1.61	29A							
30	Herkimer		5.95	5.62	4.50	3.67	2.50	0.89	30						
31	Utica		7.23	6.90	5.79	4.95	3.79	2.17	1.28	31					
32	Westmoreland-Rome		8.26	7.93	6.82	5.98	4.81	3.20	2.31	1.03	32				
33	Verona-Rome		9.17	8.84	7.73	6.89	5.73	4.11	3.23	1.94	0.91	33			
34	Canastota		10.03	9.70	8.59	7.75	6.58	4.97	4.08	2.80	1.77	0.86	34		
34A	Syracuse I-481		11.50	11.17	10.06	9.22	8.06	6.44	5.56	4.27	3.24	2.33	1.47	34A	
	GANTRY - Fixed toll	0.23													
35	Syracuse E.														
	GANTRY - Fixed toll	0.39													
36	Syracuse I-81		36												
37	Electronics Parkway		0.08	37											
38	Syracuse - Liverpool		0.30	0.21	38										
39	Syracuse W. I-690		0.64	0.56	0.35	39									
39	Syracuse W. I-690		39												
40	Weedsport		1.43	40											
41	Waterloo		3.02	1.58	41										
42	Geneva		3.67	2.24	0.65	42									
43	Manchester		4.95	3.51	1.93	1.27	43								
44	Canandaigua		5.63	4.20	2.61	1.96	0.68	44							
	GANTRY - Fixed toll	0.38													
45	Rochester E. I-490														
	GANTRY - Fixed toll	1.12													
46	Rochester I-390														
	GANTRY - Fixed toll	1.57													
47	Leroy I-490		47												
48	Batavia		1.13	48											
48A	Pembroke		2.26	1.13	48A										
49	Depew		3.78	2.65	1.52	49									
50	Buffalo I-290		4.08	2.95	1.82	0.30									

No.	Erie Section Interchanges		55						
56	Blasdell		0.29	56					
57	Hamburg		0.66	0.37	57				
57A	Eden-Angola		1.50	1.21	0.85	57A			
58	Silver Creek		2.55	2.26	1.89	1.04	58		
59	Dunkirk-Fredonia		3.74	3.45	3.08	2.23	1.19	59	
60	Westfield		5.43	5.13	4.77	3.92	2.88	1.69	60
61	Ripley		6.50	6.21	5.84	5.00	3.95	2.76	1.07

Note: The above tolls for B1, B2 and B3 include a $1.16 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.33 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 3H New York E-ZPass

PROPOSED

Appendix A-1

Class 3H

Vehicles are those with three axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		4.98	2.50	17									
18	New Paltz		7.66	5.18	2.67	18								
19	Kingston		10.24	7.76	5.25	2.58	19							
20	Saugerties		11.90	9.42	6.91	4.24	1.66	20						
21	Catskill		14.02	11.54	9.04	6.36	3.78	2.12	21					
21B	Coxsackie		15.81	13.33	10.82	8.15	5.57	3.91	1.79	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		20.06	17.58	15.07	12.40	9.82	8.16	6.04	4.25	B1			
B2	Taconic Parkway		21.49	19.01	16.50	13.83	11.25	9.59	7.47	5.68	1.43	B2		
B3	Canaan		23.03	20.55	18.05	15.37	12.79	11.13	9.01	7.22	2.97	1.54	B3	
22	Selkirk		17.55	15.07	12.57	9.90	7.32	5.66	3.53	1.75	2.95	4.38	5.92	22
23	Albany (Downtown)		18.73	16.25	13.75	11.07	8.49	6.83	4.71	2.92	4.12	5.55	7.10	1.17
	GANTRY - Fixed toll	1.00												
24	Albany													
	GANTRY - Fixed toll	1.00			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.84			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.57	26										
27	Amsterdam		2.48	1.91	27									
28	Fultonville		3.92	3.35	1.44	28								
29	Canajoharie		5.93	5.36	3.45	2.00	29							
29A	Little Falls		8.70	8.13	6.22	4.78	2.78	29A						
30	Herkimer		10.23	9.66	7.75	6.31	4.30	1.53	30					
31	Utica		12.44	11.87	9.96	8.51	6.51	3.73	2.21	31				
32	Westmoreland-Rome		14.20	13.63	11.72	10.28	8.28	5.50	3.98	1.77	32			
33	Verona-Rome		15.77	15.20	13.29	11.85	9.85	7.07	5.55	3.34	1.57	33		
34	Canastota		17.25	16.68	14.77	13.33	11.32	8.55	7.02	4.81	3.05	1.48	34	
34A	Syracuse I-481		19.78	19.21	17.30	15.86	13.86	11.08	9.56	7.35	5.58	4.01	2.53	34A
	GANTRY - Fixed toll	0.39												
35	Syracuse E.													
	GANTRY - Fixed toll	0.67												
36	Syracuse I-81		36											
37	Electronics Parkway		0.14	37										
38	Syracuse - Liverpool		0.51	0.36	38									
39	Syracuse W. I-690		1.11	0.96	0.60	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.46	40										
41	Waterloo		5.19	2.72	41									
42	Geneva		6.31	3.85	1.12	42								
43	Manchester		8.50	6.04	3.32	2.19	43							
44	Canandaigua		9.68	7.21	4.49	3.37	1.17	44						
	GANTRY - Fixed toll	0.65												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.92												
46	Rochester I-390													
	GANTRY - Fixed toll	2.71												
47	Leroy I-490		47											
48	Batavia		1.94	48										
48A	Pembroke		3.89	1.95	48A									
49	Depew		6.50	4.56	2.61	49								
50	Buffalo I-290		7.02	5.08	3.13	0.52								

No.	Erie Section Interchanges		55						
56	Blasdell		0.50	56					
57	Hamburg		1.13	0.63	57				
57A	Eden-Angola		2.59	2.09	1.45	57A			
58	Silver Creek		4.38	3.88	3.25	1.79	58		
59	Dunkirk-Fredonia		6.43	5.93	5.30	3.84	2.05	59	
60	Westfield		9.33	8.83	8.20	6.74	4.95	2.90	60
61	Ripley		11.18	10.68	10.04	8.59	6.80	4.75	1.85

Note: The above tolls for B1, B2 and B3 include a $1.62 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.57 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 4H New York E-ZPass

PROPOSED

Appendix A-1

Class 4H

Vehicles are those with four axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		5.49	2.76	17									
18	New Paltz		8.44	5.71	2.95	18								
19	Kingston		11.28	8.55	5.79	2.84	19							
20	Saugerties		13.11	10.38	7.62	4.67	1.83	20						
21	Catskill		15.45	12.72	9.96	7.02	4.17	2.34	21					
21B	Coxsackie		17.43	14.69	11.93	8.99	6.14	4.31	1.97	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		22.42	19.69	16.93	13.98	11.14	9.31	6.97	5.00	B1			
B2	Taconic Parkway		24.00	21.27	18.51	15.56	12.72	10.89	8.54	6.57	1.58	B2		
B3	Canaan		25.70	22.97	20.21	17.26	14.42	12.59	10.25	8.28	3.28	1.70	B3	
22	Selkirk		19.35	16.62	13.86	10.91	8.07	6.24	3.90	1.93	3.56	5.14	6.84	22
23	Albany (Downtown)		20.65	17.91	15.15	12.21	9.36	7.53	5.19	3.22	4.86	6.44	8.14	1.29
	GANTRY - Fixed toll	1.10												
24	Albany													
	GANTRY - Fixed toll	1.10			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.92			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.63	26										
27	Amsterdam		2.74	2.11	27									
28	Fultonville		4.32	3.69	1.59	28								
29	Canajoharie		6.53	5.90	3.80	2.21	29							
29A	Little Falls		9.59	8.96	6.86	5.27	3.06	29A						
30	Herkimer		11.28	10.65	8.54	6.95	4.74	1.68	30					
31	Utica		13.71	13.08	10.97	9.39	7.18	4.12	2.44	31				
32	Westmoreland-Rome		15.66	15.03	12.92	11.33	9.12	6.07	4.38	1.95	32			
33	Verona-Rome		17.39	16.76	14.65	13.06	10.85	7.80	6.11	3.68	1.73	33		
34	Canastota		19.02	18.39	16.28	14.69	12.48	9.42	7.74	5.31	3.36	1.63	34	
34A	Syracuse I-481		21.81	21.18	19.07	17.48	15.28	12.22	10.53	8.10	6.15	4.42	2.79	34A
	GANTRY - Fixed toll	0.44												
35	Syracuse E.													
	GANTRY - Fixed toll	0.74												
36	Syracuse I-81		36											
37	Electronics Parkway		0.16	37										
38	Syracuse - Liverpool		0.56	0.40	38									
39	Syracuse W. I-690		1.22	1.06	0.66	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.72	40										
41	Waterloo		5.72	3.00	41									
42	Geneva		6.96	4.24	1.24	42								
43	Manchester		9.37	6.66	3.66	2.42	43							
44	Canandaigua		10.67	7.95	4.95	3.71	1.29	44						
	GANTRY - Fixed toll	0.71												
45	Rochester E. I-490													
	GANTRY - Fixed toll	2.12												
46	Rochester I-390													
	GANTRY - Fixed toll	2.99												
47	Leroy I-490		47											
48	Batavia		2.14	48										
48A	Pembroke		4.29	2.15	48A									
49	Depew		7.17	5.03	2.88	49								
50	Buffalo I-290		7.74	5.59	3.45	0.57								

No.	Erie Section Interchanges		55						
56	Blasdell		0.55	56					
57	Hamburg		1.25	0.70	57				
57A	Eden-Angola		2.85	2.30	1.60	57A			
58	Silver Creek		4.83	4.28	3.58	1.98	58		
59	Dunkirk-Fredonia		7.09	6.54	5.84	4.24	2.26	59	
60	Westfield		10.28	9.73	9.03	7.43	5.46	3.20	60
61	Ripley		12.32	11.77	11.07	9.47	7.49	5.23	2.04

Note: The above tolls for B1, B2 and B3 include a $2.10 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.

*** Toll will be credited $0.63 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 5H New York E-ZPass

PROPOSED

Appendix A-1

Class 5H

Vehicles are those with five axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		7.43	3.73	17									
18	New Paltz		11.41	7.71	3.98	18								
19	Kingston		15.26	11.56	7.83	3.85	19							
20	Saugerties		17.73	14.03	10.30	6.32	2.47	20						
21	Catskill		20.90	17.20	13.47	9.49	5.64	3.17	21					
21B	Coxsackie		23.56	19.86	16.13	12.15	8.30	5.83	2.66	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		30.32	26.62	22.89	18.91	15.06	12.59	9.42	6.76	B1			
B2	Taconic Parkway		32.45	28.75	25.02	21.04	17.19	14.72	11.55	8.89	2.13	B2		
B3	Canaan		34.75	31.06	27.32	23.34	19.49	17.02	13.86	11.19	4.43	2.30	B3	
22	Selkirk		26.16	22.47	18.74	14.75	10.91	8.43	5.27	2.60	4.82	6.95	9.25	22
23	Albany (Downtown)		27.91	24.22	20.49	16.50	12.66	10.18	7.02	4.35	6.57	8.70	11.00	1.75
	GANTRY - Fixed toll	1.49												
24	Albany													
	GANTRY - Fixed toll	1.49			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.25			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.85	26										
27	Amsterdam		3.70	2.85	27									
28	Fultonville		5.85	5.00	2.15	28								
29	Canajoharie		8.83	7.98	5.14	2.99	29							
29A	Little Falls		12.97	12.12	9.27	7.12	4.14	29A						
30	Herkimer		15.24	14.39	11.55	9.40	6.41	2.27	30					
31	Utica		18.54	17.69	14.84	12.69	9.70	5.57	3.29	31				
32	Westmoreland-Rome		21.17	20.32	17.47	15.32	12.34	8.20	5.93	2.63	32			
33	Verona-Rome		23.51	22.66	19.81	17.66	14.68	10.54	8.27	4.97	2.34	33		
34	Canastota		25.71	24.86	22.01	19.86	16.88	12.74	10.47	7.17	4.54	2.20	34	
34A	Syracuse I-481		29.49	28.64	25.79	23.64	20.65	16.52	14.24	10.95	8.32	5.98	3.78	34A
	GANTRY - Fixed toll	0.59												
35	Syracuse E.													
	GANTRY - Fixed toll	1.00												
36	Syracuse I-81		36											
37	Electronics Parkway		0.22	37										
38	Syracuse - Liverpool		0.76	0.54	38									
39	Syracuse W. I-690		1.65	1.44	0.90	39								
39	Syracuse W. I-690		39											
40	Weedsport		3.67	40										
41	Waterloo		7.73	4.06	41									
42	Geneva		9.41	5.74	1.68	42								
43	Manchester		12.68	9.00	4.94	3.27	43							
44	Canandaigua		14.42	10.75	6.69	5.02	1.75	44						
	GANTRY - Fixed toll	0.97												
45	Rochester E. I-490													
	GANTRY - Fixed toll	2.87												
46	Rochester I-390													
	GANTRY - Fixed toll	4.04												
47	Leroy I-490		47											
48	Batavia		2.90	48										
48A	Pembroke		5.80	2.90	48A									
49	Depew		9.69	6.80	3.89	49								
50	Buffalo I-290		10.46	7.56	4.66	0.77								

No.	Erie Section Interchanges		55						
56	Blasdell		0.75	56					
57	Hamburg		1.69	0.94	57				
57A	Eden-Angola		3.86	3.11	2.17	57A			
58	Silver Creek		6.53	5.78	4.84	2.67	58		
59	Dunkirk-Fredonia		9.58	8.84	7.89	5.73	3.05	59	
60	Westfield		13.90	13.16	12.21	10.05	7.38	4.32	60
61	Ripley		16.66	15.91	14.97	12.80	10.13	7.08	2.75

Note: The above tolls for B1, B2 and B3 include a $2.84 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.85 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 6H New York E-ZPass

PROPOSED

Appendix A-1

Class 6H

Vehicles are those with six axles and a height of more than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		9.21	4.62	17										
18	New Paltz		14.14	9.56	4.94	18									
19	Kingston		18.91	14.33	9.71	4.77	19								
20	Saugerties		21.98	17.40	12.77	7.83	3.07	20							
21	Catskill		25.90	21.32	16.70	11.76	6.99	3.92	21						
21B	Coxsackie		29.21	24.62	20.00	15.06	10.29	7.23	3.30	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		37.46	32.88	28.26	23.32	18.55	15.48	11.56	8.26	B1				
B2	Taconic Parkway		40.10	35.52	30.90	25.96	21.19	18.13	14.20	10.90	2.64	B2			
B3	Canaan		42.96	38.38	33.75	28.81	24.04	20.98	17.05	13.75	5.49	2.85	B3		
22	Selkirk		32.43	27.85	23.23	18.29	13.52	10.45	6.53	3.23	5.86	8.50	11.35	22	
23	Albany (Downtown)		34.60	30.02	25.40	20.46	15.69	12.62	8.70	5.40	8.02	10.67	13.52	2.17	23
	GANTRY - Fixed toll	1.85													
24	Albany														
	GANTRY - Fixed toll	1.85			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	1.55			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		1.06	26											
27	Amsterdam		4.59	3.53	27										
28	Fultonville		7.25	6.19	2.66	28									
29	Canajoharie		10.96	9.90	6.37	3.70	29								
29A	Little Falls		16.08	15.02	11.49	8.83	5.13	29A							
30	Herkimer		18.90	17.84	14.31	11.65	7.95	2.82	30						
31	Utica		22.98	21.92	18.39	15.73	12.03	6.90	4.08	31					
32	Westmoreland-Rome		26.25	25.19	21.66	19.00	15.29	10.17	7.35	3.27	32				
33	Verona-Rome		29.15	28.09	24.56	21.90	18.19	13.06	10.25	6.16	2.90	33			
34	Canastota		31.88	30.82	27.29	24.62	20.92	15.79	12.97	8.89	5.63	2.73	34		
34A	Syracuse I-481		36.56	35.50	31.97	29.30	25.60	20.47	17.66	13.57	10.31	7.41	4.68	34A	
	GANTRY - Fixed toll	0.73													
35	Syracuse E.														
	GANTRY - Fixed toll	1.24													
36	Syracuse I-81		36												
37	Electronics Parkway		0.27	37											
38	Syracuse - Liverpool		0.94	0.67	38										
39	Syracuse W. I-690		2.05	1.78	1.11	39									
39	Syracuse W. I-690		39												
40	Weedsport		4.55	40											
41	Waterloo		9.59	5.03	41										
42	Geneva		11.66	7.11	2.08	42									
43	Manchester		15.71	11.16	6.13	4.05	43								
44	Canandaigua		17.88	13.33	8.29	6.22	2.17	44							
	GANTRY - Fixed toll	1.20													
45	Rochester E. I-490														
	GANTRY - Fixed toll	3.55													
46	Rochester I-390														
	GANTRY - Fixed toll	5.00													
47	Leroy I-490		47												
48	Batavia		3.59	48											
48A	Pembroke		7.19	3.60	48A										
49	Depew		12.02	8.42	4.83	49									
50	Buffalo I-290		12.97	9.38	5.78	0.95									

No.	Erie Section Interchanges		55						
56	Blasdell		0.92	56					
57	Hamburg		2.10	1.17	57				
57A	Eden-Angola		4.78	3.86	2.68	57A			
58	Silver Creek		8.09	7.17	6.00	3.31	58		
59	Dunkirk-Fredonia		11.88	10.95	9.78	7.10	3.79	59	
60	Westfield		17.24	16.31	15.14	12.46	9.14	5.36	60
61	Ripley		20.65	19.73	18.56	15.87	12.56	8.77	3.41

Note: The above tolls for B1, B2 and B3 include a $3.40 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.06 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 7H New York E-ZPass

PROPOSED

Appendix A-1

Class 7H

Vehicles are those with seven axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		10.98	5.52	17									
18	New Paltz		16.87	11.41	5.89	18								
19	Kingston		22.56	17.10	11.58	5.69	19							
20	Saugerties		26.22	20.76	15.24	9.35	3.66	20						
21	Catskill		30.90	25.44	19.92	14.03	8.34	4.68	21					
21B	Coxsackie		34.84	29.38	23.86	17.97	12.28	8.62	3.94	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		44.67	39.20	33.68	27.79	22.10	18.45	13.77	9.83	B1			
B2	Taconic Parkway		47.82	42.35	36.83	30.94	25.26	21.60	16.92	12.98	3.15	B2		
B3	Canaan		51.22	45.76	40.24	34.35	28.66	25.00	20.32	16.38	6.55	3.40	B3	
22	Selkirk		38.69	33.23	27.71	21.82	16.13	12.47	7.79	3.85	6.96	10.11	13.51	22
23	Albany (Downtown)		41.28	35.82	30.30	24.41	18.72	15.06	10.38	6.44	9.55	12.70	16.10	2.59	23
	GANTRY - Fixed toll	2.20												
24	Albany													
	GANTRY - Fixed toll	2.21			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.85			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.26	26										
27	Amsterdam		5.47	4.21	27									
28	Fultonville		8.65	7.39	3.18	28								
29	Canajoharie		13.07	11.81	7.59	4.42	29							
29A	Little Falls		19.18	17.92	13.71	10.54	6.12	29A						
30	Herkimer		22.54	21.28	17.07	13.90	9.48	3.36	30					
31	Utica		27.41	26.15	21.94	18.77	14.35	8.23	4.87	31				
32	Westmoreland-Rome		31.31	30.05	25.84	22.66	18.24	12.13	8.77	3.90	32			
33	Verona-Rome		34.77	33.51	29.30	26.12	21.70	15.59	12.22	7.35	3.46	33		
34	Canastota		38.02	36.76	32.55	29.38	24.96	18.84	15.48	10.61	6.71	3.25	34	
34A	Syracuse I-481		43.61	42.35	38.14	34.96	30.54	24.42	21.06	16.19	12.30	8.84	5.58	34A
	GANTRY - Fixed toll	0.87												
35	Syracuse E.													
	GANTRY - Fixed toll	1.48												
36	Syracuse I-81		36											
37	Electronics Parkway		0.32	37										
38	Syracuse - Liverpool		1.12	0.80	38									
39	Syracuse W. I-690		2.44	2.13	1.33	39								
39	Syracuse W. I-690		39											
40	Weedsport		5.43	40										
41	Waterloo		11.43	6.01	41									
42	Geneva		13.91	8.48	2.48	42								
43	Manchester		18.74	13.32	7.31	4.83	43							
44	Canandaigua		21.33	15.90	9.89	7.42	2.58	44						
	GANTRY - Fixed toll	1.43												
45	Rochester E. I-490													
	GANTRY - Fixed toll	4.24												
46	Rochester I-390													
	GANTRY - Fixed toll	5.97												
47	Leroy I-490		47											
48	Batavia		4.28	48										
48A	Pembroke		8.58	4.29	48A									
49	Depew		14.33	10.05	5.76	49								
50	Buffalo I-290		15.47	11.19	6.89	1.14								

No.	Erie Section Interchanges		55						
56	Blasdell		1.10	56					
57	Hamburg		2.50	1.40	57				
57A	Eden-Angola		5.70	4.60	3.20	57A			
58	Silver Creek		9.65	8.55	7.15	3.95	58		
59	Dunkirk-Fredonia		14.17	13.07	11.67	8.47	4.52	59	
60	Westfield		20.56	19.46	18.06	14.86	10.91	6.39	60
61	Ripley		24.64	23.53	22.14	18.93	14.98	10.46	4.07

Note: The above tolls for B1, B2 and B3 include a $4.03 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.26 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 2L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 2L

Vehicles are those with two axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		2.55	1.28	17									
18	New Paltz		3.92	2.65	1.37	18								
19	Kingston		5.25	3.98	2.69	1.32	19							
20	Saugerties		6.10	4.83	3.54	2.17	0.85	20						
21	Catskill		7.19	5.91	4.63	3.26	1.94	1.09	21					
21B	Coxsackie		8.10	6.83	5.55	4.18	2.86	2.00	0.92	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		10.64	9.37	8.08	6.72	5.39	4.54	3.45	2.54	B1			
B2	Taconic Parkway		11.37	10.10	8.82	7.45	6.13	5.27	4.19	3.27	0.73	B2		
B3	Canaan		12.16	10.89	9.61	8.24	6.92	6.07	4.98	4.06	1.52	0.79	B3	
22	Selkirk		9.00	7.73	6.44	5.07	3.75	2.90	1.81	0.90	1.87	2.60	3.40	22
23	Albany (Downtown)		9.60	8.33	7.04	5.67	4.35	3.50	2.41	1.50	2.47	3.21	4.00	0.60
	GANTRY - Fixed toll	0.51												
24	Albany													
	GANTRY - Fixed toll	0.51			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.43			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.29	26										
27	Amsterdam		1.27	0.98	27									
28	Fultonville		2.01	1.72	0.74	28								
29	Canajoharie		3.03	2.74	1.77	1.03	29							
29A	Little Falls		4.46	4.17	3.19	2.45	1.42	29A						
30	Herkimer		5.24	4.95	3.97	3.23	2.20	0.78	30					
31	Utica		6.37	6.08	5.10	4.36	3.34	1.91	1.13	31				
32	Westmoreland-Rome		7.28	6.99	6.01	5.27	4.24	2.82	2.04	0.91	32			
33	Verona-Rome		8.08	7.79	6.81	6.07	5.05	3.62	2.84	1.71	0.80	33		
34	Canastota		8.84	8.55	7.57	6.83	5.80	4.38	3.60	2.47	1.56	0.76	34	
34A	Syracuse I-481		10.14	9.85	8.87	8.13	7.10	5.68	4.90	3.77	2.86	2.06	1.30	34A
	GANTRY - Fixed toll	0.20												
35	Syracuse E.													
	GANTRY - Fixed toll	0.34												
36	Syracuse I-81		36											
37	Electronics Parkway		0.07	37										
38	Syracuse - Liverpool		0.26	0.19	38									
39	Syracuse W. I-690		0.57	0.49	0.31	39								
39	Syracuse W. I-690		39											
40	Weedsport		1.26	40										
41	Waterloo		2.66	1.40	41									
42	Geneva		3.23	1.97	0.58	42								
43	Manchester		4.36	3.10	1.70	1.12	43							
44	Canandaigua		4.96	3.70	2.30	1.72	0.60	44						
	GANTRY - Fixed toll	0.33												
45	Rochester E. I-490													
	GANTRY - Fixed toll	0.99												
46	Rochester I-390													
	GANTRY - Fixed toll	1.39												
47	Leroy I-490		47											
48	Batavia		1.00	48										
48A	Pembroke		1.99	1.00	48A									
49	Depew		3.33	2.34	1.34	49								
50	Buffalo I-290		3.60	2.60	1.60	0.26								

	Erie Section								
No.	Interchanges		55						
56	Blasdell		0.26	56					
57	Hamburg		0.58	0.32	57				
57A	Eden-Angola		1.33	1.07	0.74	57A			
58	Silver Creek		2.24	1.99	1.66	0.92	58		
59	Dunkirk-Fredonia		3.30	3.04	2.71	1.97	1.05	59	
60	Westfield		4.78	4.52	4.20	3.46	2.54	1.49	60
61	Ripley		5.73	5.47	5.15	4.40	3.48	2.43	0.95

Note: The above tolls for B1, B2 and B3 include a $1.19 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.29 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 3L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 3L

Vehicles are those with three axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		3.96	1.99	17									
18	New Paltz		6.08	4.11	2.12	18								
19	Kingston		8.13	6.16	4.17	2.05	19							
20	Saugerties		9.45	7.48	5.49	3.37	1.32	20						
21	Catskill		11.14	9.17	7.18	5.06	3.01	1.69	21					
21B	Coxsackie		12.56	10.59	8.60	6.48	4.43	3.11	1.42	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		16.31	14.34	12.35	10.23	8.18	6.86	5.17	3.75	B1			
B2	Taconic Parkway		17.45	15.48	13.49	11.36	9.31	7.99	6.31	4.89	1.14	B2		
B3	Canaan		18.67	16.70	14.71	12.59	10.54	9.22	7.53	6.11	2.36	1.23	B3	
22	Selkirk		13.95	11.98	9.99	7.87	5.82	4.50	2.81	1.39	2.72	3.85	5.08	22
23	Albany (Downtown)		14.88	12.91	10.92	8.80	6.75	5.43	3.74	2.32	3.65	4.79	6.01	0.93
	GANTRY - Fixed toll	0.79												
24	Albany													
	GANTRY - Fixed toll	0.80			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.67			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.45	26										
27	Amsterdam		1.97	1.52	27									
28	Fultonville		3.11	2.66	1.15	28								
29	Canajoharie		4.71	4.26	2.74	1.59	29							
29A	Little Falls		6.91	6.46	4.94	3.80	2.21	29A						
30	Herkimer		8.12	7.67	6.16	5.01	3.42	1.21	30					
31	Utica		9.88	9.43	7.91	6.77	5.17	2.97	1.76	31				
32	Westmoreland-Rome		11.28	10.83	9.32	8.17	6.58	4.37	3.16	1.40	32			
33	Verona-Rome		12.53	12.08	10.56	9.42	7.82	5.62	4.41	2.65	1.25	33		
34	Canastota		13.70	13.25	11.74	10.59	9.00	6.79	5.58	3.82	2.42	1.17	34	
34A	Syracuse I-481		15.72	15.27	13.75	12.60	11.01	8.81	7.59	5.84	4.43	3.19	2.01	34A
	GANTRY - Fixed toll	0.31												
35	Syracuse E.													
	GANTRY - Fixed toll	0.53												
36	Syracuse I-81		36											
37	Electronics Parkway		0.11	37										
38	Syracuse - Liverpool		0.40	0.29	38									
39	Syracuse W. I-690		0.88	0.77	0.48	39								
39	Syracuse W. I-690		39											
40	Weedsport		1.96	40										
41	Waterloo		4.12	2.17	41									
42	Geneva		5.02	3.06	0.89	42								
43	Manchester		6.76	4.80	2.64	1.74	43							
44	Canandaigua		7.69	5.73	3.57	2.67	0.93	44						
	GANTRY - Fixed toll	0.52												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.53												
46	Rochester I-390													
	GANTRY - Fixed toll	2.15												
47	Leroy I-490		47											
48	Batavia		1.54	48										
48A	Pembroke		3.09	1.55	48A									
49	Depew		5.17	3.62	2.08	49								
50	Buffalo I-290		5.58	4.03	2.49	0.41								

No.	Erie Section Interchanges		55						
56	Blasdell		0.40	56					
57	Hamburg		0.90	0.50	57				
57A	Eden-Angola		2.06	1.66	1.15	57A			
58	Silver Creek		3.48	3.08	2.58	1.42	58		
59	Dunkirk-Fredonia		5.11	4.71	4.21	3.05	1.63	59	
60	Westfield		7.41	7.02	6.51	5.36	3.93	2.30	60
61	Ripley		8.88	8.48	7.98	6.83	5.40	3.77	1.47

Note: The above tolls for B1, B2 and B3 include a $1.66 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.45 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 4L Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 4L

Vehicles are those with four axles and a height of less than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		4.70	2.36	17									
18	New Paltz		7.22	4.88	2.52	18								
19	Kingston		9.65	7.31	4.95	2.43	19							
20	Saugerties		11.22	8.88	6.52	4.00	1.56	20						
21	Catskill		13.22	10.88	8.52	6.00	3.57	2.00	21					
21B	Coxsackie		14.90	12.57	10.21	7.69	5.25	3.69	1.69	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		19.31	16.97	14.61	12.09	9.66	8.10	6.09	4.41	B1			
B2	Taconic Parkway		20.66	18.32	15.96	13.44	11.01	9.44	7.44	5.76	1.35	B2		
B3	Canaan		22.12	19.78	17.42	14.90	12.47	10.90	8.90	7.21	2.80	1.46	B3	
22	Selkirk		16.55	14.21	11.85	9.33	6.90	5.33	3.33	1.65	3.18	4.53	5.99	22
23	Albany (Downtown)		17.66	15.32	12.96	10.44	8.01	6.44	4.44	2.75	4.29	5.64	7.09	1.11
	GANTRY - Fixed toll	0.94												
24	Albany													
	GANTRY - Fixed toll	0.94			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.79			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.54	26										
27	Amsterdam		2.34	1.80	27									
28	Fultonville		3.70	3.16	1.36	28								
29	Canajoharie		5.59	5.05	3.25	1.89	29							
29A	Little Falls		8.21	7.67	5.87	4.51	2.62	29A						
30	Herkimer		9.64	9.10	7.30	5.94	4.06	1.44	30					
31	Utica		11.73	11.19	9.39	8.03	6.14	3.52	2.08	31				
32	Westmoreland-Rome		13.39	12.85	11.05	9.69	7.80	5.19	3.75	1.67	32			
33	Verona-Rome		14.87	14.33	12.53	11.17	9.28	6.67	5.23	3.15	1.48	33		
34	Canastota		16.27	15.73	13.92	12.57	10.68	8.06	6.62	4.54	2.87	1.39	34	
34A	Syracuse I-481		18.65	18.11	16.31	14.95	13.06	10.45	9.01	6.93	5.26	3.78	2.39	34A
	GANTRY - Fixed toll	0.37												
35	Syracuse E.													
	GANTRY - Fixed toll	0.63												
36	Syracuse I-81		36											
37	Electronics Parkway		0.14	37										
38	Syracuse - Liverpool		0.48	0.34	38									
39	Syracuse W. I-690		1.05	0.91	0.57	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.32	40										
41	Waterloo		4.89	2.57	41									
42	Geneva		5.95	3.63	1.06	42								
43	Manchester		8.02	5.70	3.13	2.07	43							
44	Canandaigua		9.12	6.80	4.23	3.17	1.11	44						
	GANTRY - Fixed toll	0.61												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.81												
46	Rochester I-390													
	GANTRY - Fixed toll	2.55												
47	Leroy I-490		47											
48	Batavia		1.83	48										
48A	Pembroke		3.67	1.84	48A									
49	Depew		6.13	4.30	2.46	49								
50	Buffalo I-290		6.62	4.79	2.95	0.49								

No.	Erie Section Interchanges		55						
56	Blasdell		0.47	56					
57	Hamburg		1.07	0.60	57				
57A	Eden-Angola		2.44	1.97	1.37	57A			
58	Silver Creek		4.13	3.66	3.06	1.69	58		
59	Dunkirk-Fredonia		6.06	5.59	4.99	3.62	1.93	59	
60	Westfield		8.80	8.32	7.73	6.36	4.67	2.73	60
61	Ripley		10.54	10.07	9.47	8.10	6.41	4.48	1.74

Note: The above tolls for B1, B2 and B3 include a $1.93 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.54 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 2H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 2H

Vehicles are those with two axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		5.07	2.55	17									
18	New Paltz		7.79	5.27	2.72	18								
19	Kingston		10.42	7.90	5.35	2.63	19							
20	Saugerties		12.11	9.58	7.04	4.32	1.69	20						
21	Catskill		14.27	11.75	9.20	6.48	3.85	2.16	21					
21B	Coxsackie		16.09	13.57	11.02	8.30	5.67	3.98	1.82	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		20.80	18.27	15.72	13.00	10.38	8.69	6.53	4.71	B1			
B2	Taconic Parkway		22.25	19.73	17.18	14.46	11.83	10.14	7.98	6.16	1.46	B2		
B3	Canaan		23.82	21.30	18.75	16.03	13.40	11.71	9.55	7.73	3.03	1.57	B3	
22	Selkirk		17.87	15.34	12.80	10.08	7.45	5.76	3.60	1.78	3.38	4.84	6.41	22
23	Albany (Downtown)		19.06	16.54	13.99	11.27	8.64	6.95	4.79	2.97	4.58	6.03	7.60	1.20
	GANTRY - Fixed toll	1.02												
24	Albany													
	GANTRY - Fixed toll	1.02			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	0.85			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		0.58	26										
27	Amsterdam		2.52	1.94	27									
28	Fultonville		3.99	3.41	1.47	28								
29	Canajoharie		6.03	5.45	3.51	2.04	29							
29A	Little Falls		8.86	8.28	6.33	4.86	2.82	29A						
30	Herkimer		10.41	9.83	7.88	6.42	4.38	1.55	30					
31	Utica		12.66	12.08	10.13	8.67	6.63	3.80	2.25	31				
32	Westmoreland-Rome		14.46	13.88	11.93	10.47	8.43	5.60	4.05	1.80	32			
33	Verona-Rome		16.05	15.47	13.53	12.06	10.02	7.20	5.64	3.40	1.60	33		
34	Canastota		17.56	16.98	15.03	13.57	11.53	8.70	7.15	4.90	3.10	1.50	34	
34A	Syracuse I-481		20.14	19.56	17.61	16.14	14.10	11.28	9.73	7.48	5.68	4.08	2.58	34A
	GANTRY - Fixed toll	0.40												
35	Syracuse E.													
	GANTRY - Fixed toll	0.68												
36	Syracuse I-81		36											
37	Electronics Parkway		0.15	37										
38	Syracuse - Liverpool		0.52	0.37	38									
39	Syracuse W. I-690		1.13	0.98	0.61	39								
39	Syracuse W. I-690		39											
40	Weedsport		2.51	40										
41	Waterloo		5.28	2.77	41									
42	Geneva		6.42	3.92	1.14	42								
43	Manchester		8.66	6.15	3.38	2.23	43							
44	Canandaigua		9.85	7.34	4.57	3.43	1.19	44						
	GANTRY - Fixed toll	0.66												
45	Rochester E. I-490													
	GANTRY - Fixed toll	1.96												
46	Rochester I-390													
	GANTRY - Fixed toll	2.76												
47	Leroy I-490		47											
48	Batavia		1.98	48										
48A	Pembroke		3.96	1.98	48A									
49	Depew		6.62	4.64	2.66	49								
50	Buffalo I-290		7.14	5.17	3.18	0.52								

No.	Erie Section Interchanges		55						
56	Blasdell		0.51	56					
57	Hamburg		1.15	0.64	57				
57A	Eden-Angola		2.63	2.12	1.48	57A			
58	Silver Creek		4.46	3.95	3.30	1.82	58		
59	Dunkirk-Fredonia		6.54	6.03	5.39	3.91	2.09	59	
60	Westfield		9.50	8.99	8.34	6.86	5.04	2.95	60
61	Ripley		11.38	10.87	10.22	8.74	6.92	4.83	1.88

Note: The above tolls for B1, B2 and B3 include a $2.03 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $0.58 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 3H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 3H

Vehicles are those with three axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		8.72	4.38	17									
18	New Paltz		13.40	9.06	4.68	18								
19	Kingston		17.91	13.57	9.19	4.52	19							
20	Saugerties		20.82	16.48	12.10	7.42	2.90	20						
21	Catskill		24.53	20.19	15.81	11.14	6.62	3.72	21					
21B	Coxsackie		27.66	23.32	18.94	14.26	9.75	6.84	3.13	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		35.10	30.76	26.38	21.71	17.19	14.29	10.57	7.44	B1			
B2	Taconic Parkway		37.61	33.27	28.89	24.21	19.69	16.79	13.07	9.94	2.50	B2		
B3	Canaan		40.31	35.97	31.59	26.91	22.39	19.49	15.77	12.64	5.20	2.70	B3	
22	Selkirk		30.72	26.38	22.00	17.32	12.81	9.90	6.19	3.06	5.17	7.67	10.37	22
23	Albany (Downtown)		32.78	28.44	24.06	19.38	14.86	11.96	8.24	5.11	7.22	9.72	12.42	2.06	23
	GANTRY - Fixed toll	1.75												
24	Albany													
	GANTRY - Fixed toll	1.75			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.47			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.00	26										
27	Amsterdam		4.34	3.34	27									
28	Fultonville		6.87	5.87	2.52	28								
29	Canajoharie		10.37	9.37	6.03	3.51	29							
29A	Little Falls		15.23	14.23	10.89	8.36	4.86	29A						
30	Herkimer		17.90	16.90	13.56	11.03	7.53	2.67	30					
31	Utica		21.77	20.77	17.42	14.90	11.39	6.54	3.87	31				
32	Westmoreland-Rome		24.86	23.86	20.52	17.99	14.49	9.63	6.96	3.09	32			
33	Verona-Rome		27.60	26.60	23.26	20.74	17.23	12.37	9.70	5.84	2.75	33		
34	Canastota		30.19	29.19	25.85	23.32	19.82	14.96	12.29	8.42	5.33	2.58	34	
34A	Syracuse I-481		34.62	33.62	30.28	27.76	24.25	19.39	16.72	12.86	9.76	7.02	4.43	34A
	GANTRY - Fixed toll	0.69												
35	Syracuse E.													
	GANTRY - Fixed toll	1.18												
36	Syracuse I-81		36											
37	Electronics Parkway		0.25	37										
38	Syracuse - Liverpool		0.89	0.64	38									
39	Syracuse W. I-690		1.94	1.69	1.05	39								
39	Syracuse W. I-690		39											
40	Weedsport		4.31	40										
41	Waterloo		9.08	4.77	41									
42	Geneva		11.05	6.74	1.97	42								
43	Manchester		14.88	10.57	5.80	3.84	43							
44	Canandaigua		16.93	12.62	7.86	5.89	2.05	44						
	GANTRY - Fixed toll	1.13												
45	Rochester E. I-490													
	GANTRY - Fixed toll	3.37												
46	Rochester I-390													
	GANTRY - Fixed toll	4.74												
47	Leroy I-490		47											
48	Batavia		3.40	48										
48A	Pembroke		6.81	3.41	48A									
49	Depew		11.38	7.98	4.57	49								
50	Buffalo I-290		12.28	8.88	5.47	0.90								

No.	Erie Section Interchanges		55						
56	Blasdell		0.88	56					
57	Hamburg		1.98	1.11	57				
57A	Eden-Angola		4.53	3.65	2.54	57A			
58	Silver Creek		7.66	6.79	5.68	3.14	58		
59	Dunkirk-Fredonia		11.25	10.38	9.27	6.72	3.59	59	
60	Westfield		16.33	15.45	14.34	11.80	8.66	5.07	60
61	Ripley		19.56	18.68	17.58	15.03	11.90	8.31	3.23

Note: The above tolls for B1, B2 and B3 include a $2.84 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.00 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 4H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 4H

Vehicles are those with four axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		9.61	4.83	17									
18	New Paltz		14.77	9.99	5.16	18								
19	Kingston		19.75	14.96	10.13	4.98	19							
20	Saugerties		22.95	18.17	13.34	8.18	3.20	20						
21	Catskill		27.05	22.26	17.43	12.28	7.30	4.10	21					
21B	Coxsackie		30.49	25.71	20.88	15.73	10.75	7.55	3.45	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		39.25	34.46	29.63	24.48	19.50	16.30	12.20	8.75	B1			
B2	Taconic Parkway		42.00	37.22	32.39	27.24	22.26	19.06	14.96	11.51	2.76	B2		
B3	Canaan		44.98	40.20	35.37	30.21	25.24	22.03	17.94	14.49	5.74	2.98	B3	
22	Selkirk		33.87	29.08	24.25	19.10	14.12	10.92	6.82	3.37	6.24	9.00	11.98	22
23	Albany (Downtown)		36.13	31.35	26.52	21.36	16.38	13.18	9.08	5.64	8.51	11.27	14.25	2.27
	GANTRY - Fixed toll	1.93												
24	Albany													
	GANTRY - Fixed toll	1.93			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	1.62			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.10	26										
27	Amsterdam		4.79	3.69	27									
28	Fultonville		7.57	6.47	2.78	28								
29	Canajoharie		11.43	10.33	6.65	3.87	29							
29A	Little Falls		16.79	15.69	12.00	9.22	5.35	29A						
30	Herkimer		19.73	18.63	14.94	12.16	8.30	2.94	30					
31	Utica		23.99	22.89	19.21	16.43	12.56	7.20	4.26	31				
32	Westmoreland-Rome		27.40	26.30	22.62	19.83	15.97	10.61	7.67	3.41	32			
33	Verona-Rome		30.43	29.33	25.64	22.86	19.00	13.64	10.70	6.44	3.03	33		
34	Canastota		33.28	32.18	28.49	25.71	21.84	16.49	13.55	9.29	5.88	2.85	34	
34A	Syracuse I-481		38.16	37.06	33.38	30.60	26.73	21.38	18.43	14.17	10.76	7.74	4.89	34A
	GANTRY - Fixed toll	0.76												
35	Syracuse E.													
	GANTRY - Fixed toll	1.30												
36	Syracuse I-81		36											
37	Electronics Parkway		0.28	37										
38	Syracuse - Liverpool		0.98	0.70	38									
39	Syracuse W. I-690		2.14	1.86	1.16	39								
39	Syracuse W. I-690		39											
40	Weedsport		4.75	40										
41	Waterloo		10.01	5.26	41									
42	Geneva		12.18	7.43	2.17	42								
43	Manchester		16.41	11.65	6.40	4.23	43							
44	Canandaigua		18.67	13.92	8.66	6.49	2.26	44						
	GANTRY - Fixed toll	1.25												
45	Rochester E. I-490													
	GANTRY - Fixed toll	3.71												
46	Rochester I-390													
	GANTRY - Fixed toll	5.22												
47	Leroy I-490		47											
48	Batavia		3.75	48										
48A	Pembroke		7.51	3.76	48A									
49	Depew		12.55	8.80	5.04	49								
50	Buffalo I-290		13.54	9.79	6.03	0.99								

No.	Erie Section Interchanges		55						
56	Blasdell		0.97	56					
57	Hamburg		2.19	1.22	57				
57A	Eden-Angola		4.99	4.03	2.80	57A			
58	Silver Creek		8.45	7.48	6.26	3.46	58		
59	Dunkirk-Fredonia		12.40	11.44	10.22	7.41	3.95	59	
60	Westfield		18.00	17.03	15.81	13.01	9.55	5.59	60
61	Ripley		21.56	20.60	19.37	16.57	13.11	9.16	3.57

Note: The above tolls for B1, B2 and B3 include a $3.68 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.10 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 5H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 5H

Vehicles are those with five axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		13.00	6.53	17									
18	New Paltz		19.97	13.50	6.97	18								
19	Kingston		26.70	20.23	13.70	6.73	19							
20	Saugerties		31.03	24.56	18.03	11.06	4.33	20						
21	Catskill		36.57	30.10	23.57	16.60	9.87	5.54	21					
21B	Coxsackie		41.23	34.76	28.23	21.26	14.53	10.20	4.66	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		53.06	46.59	40.06	33.09	26.36	22.03	16.49	11.83	B1			
B2	Taconic Parkway		56.79	50.32	43.79	36.82	30.09	25.76	20.22	15.56	3.73	B2		
B3	Canaan		60.81	54.35	47.82	40.85	34.11	29.79	24.25	19.58	7.76	4.03	B3	
22	Selkirk		45.79	39.32	32.79	25.82	19.09	14.76	9.22	4.56	8.44	12.17	16.19	22
23	Albany (Downtown)		48.85	42.38	35.85	28.88	22.15	17.82	12.28	7.62	11.50	15.23	19.26	3.06
	GANTRY - Fixed toll	2.61												
24	Albany													
	GANTRY - Fixed toll	2.61			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	2.19			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.49	26										
27	Amsterdam		6.47	4.98	27									
28	Fultonville		10.23	8.74	3.76	28								
29	Canajoharie		15.46	13.97	8.99	5.23	29							
29A	Little Falls		22.70	21.21	16.23	12.47	7.24	29A						
30	Herkimer		26.68	25.19	20.21	16.45	11.22	3.98	30					
31	Utica		32.44	30.95	25.97	22.21	16.98	9.74	5.76	31				
32	Westmoreland-Rome		37.05	35.56	30.58	26.82	21.59	14.35	10.37	4.61	32			
33	Verona-Rome		41.14	39.65	34.67	30.91	25.68	18.44	14.46	8.70	4.09	33		
34	Canastota		44.99	43.50	38.52	34.76	29.53	22.30	18.32	12.55	7.94	3.85	34	
34A	Syracuse I-481		51.60	50.11	45.13	41.37	36.14	28.90	24.92	19.16	14.55	10.46	6.61	34A
	GANTRY - Fixed toll	1.03												
35	Syracuse E.													
	GANTRY - Fixed toll	1.75												
36	Syracuse I-81		36											
37	Electronics Parkway		0.38	37										
38	Syracuse - Liverpool		1.32	0.95	38									
39	Syracuse W. I-690		2.89	2.52	1.57	39								
39	Syracuse W. I-690		39											
40	Weedsport		6.42	40										
41	Waterloo		13.53	7.11	41									
42	Geneva		16.46	10.04	2.93	42								
43	Manchester		22.18	15.76	8.65	5.72	43							
44	Canandaigua		25.24	18.82	11.71	8.78	3.06	44						
	GANTRY - Fixed toll	1.69												
45	Rochester E. I-490													
	GANTRY - Fixed toll	5.02												
46	Rochester I-390													
	GANTRY - Fixed toll	7.06												
47	Leroy I-490		47											
48	Batavia		5.07	48										
48A	Pembroke		10.15	5.08	48A									
49	Depew		16.96	11.89	6.81	49								
50	Buffalo I-290		18.31	13.24	8.16	1.35								

No.	Erie Section Interchanges		55						
56	Blasdell		1.31	56					
57	Hamburg		2.96	1.65	57				
57A	Eden-Angola		6.75	5.44	3.79	57A			
58	Silver Creek		11.42	10.12	8.47	4.68	58		
59	Dunkirk-Fredonia		16.77	15.46	13.81	10.02	5.35	59	
60	Westfield		24.33	23.03	21.38	17.58	12.91	7.56	60
61	Ripley		29.15	27.85	26.20	22.41	17.73	12.38	4.82

Note: The above tolls for B1, B2 and B3 include a $4.97 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.49 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 6H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 6H

Vehicles are those with six axles and a height of more than 7'6"

No.	Interchange		15	16										
17	Newburgh I-84		16.11	8.09	17									
18	New Paltz		24.75	16.74	8.64	18								
19	Kingston		33.10	25.08	16.99	8.34	19							
20	Saugerties		38.46	30.45	22.35	13.71	5.37	20						
21	Catskill		45.33	37.31	29.22	20.58	12.23	6.87	21					
21B	Coxsackie		51.11	43.09	35.00	26.36	18.01	12.65	5.78	21B				
	Berkshire spur													
B1	Hudson-Renss. I-90		65.56	57.54	49.45	40.81	32.46	27.10	20.23	14.45	B1			
B2	Taconic Parkway		70.18	62.17	54.07	45.43	37.09	31.72	24.85	19.07	4.62	B2		
B3	Canaan		75.18	67.16	59.06	50.42	42.08	36.71	29.85	24.07	9.61	4.99	B3	
22	Selkirk		56.76	48.74	40.65	32.01	23.66	18.29	11.43	5.65	10.25	14.87	19.86	22
23	Albany (Downtown)		60.56	52.54	44.44	35.80	27.46	22.09	15.23	9.45	14.04	18.67	23.66	3.80
	GANTRY - Fixed toll	3.23												
24	Albany													
	GANTRY - Fixed toll	3.24			0.00	If get on or off at 25A Toll credit will be applied.								
25	Schenectady E.													
	GANTRY - Fixed toll	2.71			0.00	If get on or off at 25A Toll credit will be applied.								
25A	Schenectady I-88		25A*											
26	Schenectady W.		1.85	26										
27	Amsterdam		8.03	6.18	27									
28	Fultonville		12.69	10.84	4.66	28								
29	Canajoharie		19.17	17.32	11.14	6.48	29							
29A	Little Falls		28.14	26.29	20.11	15.45	8.97	29A						
30	Herkimer		33.07	31.22	25.05	20.39	13.91	4.93	30					
31	Utica		40.22	38.37	32.19	27.53	21.05	12.08	7.14	31				
32	Westmoreland-Rome		45.93	44.08	37.90	33.24	26.76	17.79	12.86	5.71	32			
33	Verona-Rome		51.00	49.15	42.98	38.32	31.84	22.86	17.93	10.79	5.07	33		
34	Canastota		55.78	53.93	47.75	43.09	36.61	27.64	22.71	15.56	9.85	4.77	34	
34A	Syracuse I-481		63.97	62.12	55.94	51.28	44.80	35.83	30.90	23.75	18.04	12.97	8.19	34A
	GANTRY - Fixed toll	1.28												
35	Syracuse E.													
	GANTRY - Fixed toll	2.17												
36	Syracuse I-81		36											
37	Electronics Parkway		0.47	37										
38	Syracuse - Liverpool		1.64	1.17	38									
39	Syracuse W. I-690		3.59	3.12	1.94	39								
39	Syracuse W. I-690		39											
40	Weedsport		7.96	40										
41	Waterloo		16.77	8.81	41									
42	Geneva		20.41	12.44	3.63	42								
43	Manchester		27.50	19.53	10.72	7.09	43							
44	Canandaigua		31.29	23.33	14.51	10.88	3.79	44						
	GANTRY - Fixed toll	2.10												
45	Rochester E. I-490													
	GANTRY - Fixed toll	6.22												
46	Rochester I-390													
	GANTRY - Fixed toll	8.76												
47	Leroy I-490		47											
48	Batavia		6.28	48										
48A	Pembroke		12.58	6.30	48A									
49	Depew		21.03	14.74	8.45	49								
50	Buffalo I-290		22.69	16.41	10.11	1.67								

	Erie Section								
No.	Interchanges		55						
56	Blasdell		1.62	56					
57	Hamburg		3.67	2.05	57				
57A	Eden-Angola		8.37	6.75	4.70	57A			
58	Silver Creek		14.16	12.54	10.49	5.80	58		
59	Dunkirk-Fredonia		20.79	19.17	17.12	12.42	6.63	59	
60	Westfield		30.16	28.55	26.50	21.80	16.00	9.38	60
61	Ripley		36.14	34.52	32.47	27.77	21.98	15.35	5.98

Note: The above tolls for B1, B2 and B3 include a $5.95 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $1.85 if entry or exit point is at 25A.**

New York State Thruway
Toll Schedule 2027
Class 7H Non NY E-ZPass/Tolls by Mail

PROPOSED

Appendix A-1

Class 7H

Vehicles are those with seven axles and a height of more than 7'6"

No.	Interchange		15	16											
17	Newburgh I-84		19.22	9.66	17										
18	New Paltz		29.53	19.96	10.31	18									
19	Kingston		39.48	29.92	20.26	9.95	19								
20	Saugerties		45.88	36.32	26.67	16.36	6.40	20							
21	Catskill		54.08	44.51	34.86	24.55	14.59	8.19	21						
21B	Coxsackie		60.97	51.41	41.75	31.44	21.49	15.09	6.89	21B					
	Berkshire spur														
B1	Hudson-Renss. I-90		78.16	68.60	58.94	48.63	38.68	32.28	24.09	17.19	B1				
B2	Taconic Parkway		83.68	74.11	64.46	54.15	44.19	37.79	29.60	22.71	5.51	B2			
B3	Canaan		89.63	80.07	70.41	60.10	50.15	43.75	35.56	28.66	11.47	5.96	B3		
22	Selkirk		67.71	58.15	48.49	38.18	28.23	21.82	13.63	6.74	12.18	17.69	23.65	22	
23	Albany (Downtown)		72.24	62.67	53.02	42.71	32.76	26.35	18.16	11.27	16.71	22.22	28.17	4.53	23
	GANTRY - Fixed toll	3.86													
24	Albany														
	GANTRY - Fixed toll	3.86			0.00	If get on or off at 25A Toll credit will be applied.									
25	Schenectady E.														
	GANTRY - Fixed toll	3.23			0.00	If get on or off at 25A Toll credit will be applied.									
25A	Schenectady I-88		25A*												
26	Schenectady W.		2.20	26											
27	Amsterdam		9.57	7.37	27										
28	Fultonville		15.13	12.93	5.56	28									
29	Canajoharie		22.86	20.66	13.29	7.73	29								
29A	Little Falls		33.56	31.36	24.00	18.44	10.70	29A							
30	Herkimer		39.45	37.25	29.88	24.32	16.59	5.88	30						
31	Utica		47.97	45.77	38.40	32.84	25.11	14.41	8.52	31					
32	Westmoreland-Rome		54.79	52.59	45.22	39.66	31.93	21.22	15.34	6.82	32				
33	Verona-Rome		60.84	58.64	51.27	45.71	37.98	27.27	21.39	12.87	6.05	33			
34	Canastota		66.53	64.33	56.97	51.41	43.68	32.97	27.09	18.57	11.75	5.70	34		
34A	Syracuse I-481		76.31	74.11	66.74	61.18	53.45	42.74	36.86	28.34	21.52	15.47	9.77	34A	
	GANTRY - Fixed toll	1.52													
35	Syracuse E.														
	GANTRY - Fixed toll	2.59													
36	Syracuse I-81		36												
37	Electronics Parkway		0.56	37											
38	Syracuse - Liverpool		1.96	1.40	38										
39	Syracuse W. I-690		4.28	3.72	2.32	39									
39	Syracuse W. I-690		39												
40	Weedsport		9.50	40											
41	Waterloo		20.01	10.51	41										
42	Geneva		24.35	14.85	4.34	42									
43	Manchester		32.80	23.30	12.79	8.46	43								
44	Canandaigua		37.32	27.83	17.31	12.98	4.52	44							
	GANTRY - Fixed toll	2.50													
45	Rochester E. I-490														
	GANTRY - Fixed toll	7.42													
46	Rochester I-390														
	GANTRY - Fixed toll	10.45													
47	Leroy I-490		47												
48	Batavia		7.50	48											
48A	Pembroke		15.01	7.51	48A										
49	Depew		25.08	17.59	10.08	49									
50	Buffalo I-290		27.07	19.58	12.07	1.99									

No.	Erie Section Interchanges		55						
56	Blasdell		1.93	56					
57	Hamburg		4.37	2.44	57				
57A	Eden-Angola		9.98	8.05	5.61	57A			
58	Silver Creek		16.89	14.96	12.52	6.91	58		
59	Dunkirk-Fredonia		24.80	22.87	20.42	14.82	7.91	59	
60	Westfield		35.98	34.05	31.61	26.00	19.09	11.18	60
61	Ripley		43.11	41.18	38.74	33.13	26.22	18.31	7.13

Note: The above tolls for B1, B2 and B3 include a $7.05 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.
*** Toll will be credited $2.20 if entry or exit point is at 25A.**

New York State Thruway

Toll Schedule

2024 Annual Permit

Effective 1/1/2024

PROPOSED

Appendix A-2

No.	Erie Section Interchanges	55						
56	Blasdell	0.00	56					
57	Hamburg	0.00	0.00	57				
57A	Eden-Angola	0.00	0.00	0.00	57A			
58	Silver Creek	0.00	0.00	0.00	0.00	58		
59	Dunkirk-Fredonia	0.39	0.25	0.07	0.00	0.00	59	
60	Westfield	1.20	1.06	0.88	0.48	0.00	0.00	60
61	Ripley	1.71	1.57	1.40	0.99	0.49	0.00	0.00

No.	Interchange	15	16	17	18	19	20	21	21B	B1	B2	B3	22	23	24	25	25A	26	27	28	29	29A	30	31	32	33	34	34A	35	36	37	38	39	40	41	42	43	44	45	46	47	48	48A	49
17	Newburgh I-84	0.00	0.00																																									
18	New Paltz	0.73	0.04	0.00																																								
19	Kingston	1.45	0.76	0.06	0.00																																							
20	Saugerties	1.91	1.22	0.52	0.00	0.00																																					
21	Catskill	2.51	1.81	1.12	0.37	0.00	0.00																																				
21B	Coxsackie	3.01	2.31	1.61	0.87	0.15	0.00	0.00																																			
	Berkshire spur																																									
B1	Hudson-Rensselaer I-90	4.39	3.70	3.00	2.25	1.53	1.07	0.65	0.65																																		
B2	Taconic Parkway	4.79	4.10	3.40	2.65	1.93	1.47	0.88	0.65	0.00																																	
B3	Canaan	5.22	4.53	3.83	3.08	2.36	1.90	1.31	0.81	0.00	0.00																																
22	Selkirk	3.49	2.80	2.10	1.36	0.64	0.17	0.00	0.00	0.65	0.65	0.65																															
23	Albany (Downtown)	3.82	3.13	2.43	1.68	0.96	0.50	0.00	0.00	0.65	0.65	0.77	0.00																														
24	Albany	4.10	3.41	2.71	1.96	1.24	0.78	0.19	0.00	0.65	0.65	1.05	0.00	0.00																													
25	Schenectady E.	4.38	3.69	2.99	2.24	1.52	1.06	0.47	0.00	0.65	0.90	1.33	0.00	0.00	0.00																												
25A	Schenectady I-88	4.10	3.41	2.71	1.96	1.24	0.78	0.19	0.00	0.65	0.65	1.05	0.00	0.00	0.00	0.00																											
26	Schenectady W.	4.77	4.08	3.38	2.64	1.92	1.45	0.86	0.36	0.89	1.29	1.72	0.00	0.00	0.00	0.00	0.00																										
27	Amsterdam	5.31	4.61	3.92	3.17	2.45	1.99	1.39	0.89	1.43	1.83	2.26	0.41	0.08	0.00	0.00	0.00	0.00																								
28	Fultonville	5.71	5.02	4.32	3.57	2.85	2.39	1.80	1.30	1.83	2.23	2.66	0.81	0.48	0.20	0.00	0.00	0.00	0.00																						
29	Canajoharie	6.27	5.58	4.88	4.13	3.41	2.95	2.35	1.86	2.39	2.79	3.22	1.37	1.04	0.76	0.48	0.09	0.09	0.00	0.00																					
29A	Little Falls	7.04	6.35	5.65	4.91	4.19	3.72	3.13	2.63	3.16	3.56	3.99	2.14	1.82	1.54	1.26	0.86	0.86	0.33	0.00	0.00																				
30	Herkimer	7.47	6.78	6.08	5.33	4.61	4.15	3.56	3.06	3.59	3.99	4.42	2.57	2.24	1.96	1.68	1.29	1.29	0.76	0.35	0.00	0.00																			
31	Utica	8.09	7.39	6.69	5.95	5.23	4.77	4.17	3.67	4.21	4.61	5.04	3.19	2.86	2.58	2.30	1.91	1.91	1.37	0.97	0.41	0.00	0.00																		
32	Westmoreland-Rome	8.58	7.89	7.19	6.44	5.72	5.26	4.67	4.17	4.70	5.10	5.53	3.68	3.35	3.07	2.79	2.40	2.40	1.87	1.46	0.90	0.13	0.00	0.00																	
33	Verona-Rome	9.02	8.33	7.63	6.88	6.16	5.70	5.10	4.60	5.14	5.54	5.97	4.12	3.79	3.51	3.23	2.84	2.84	2.30	1.90	1.34	0.57	0.14	0.00	0.00																
34	Canastota	9.43	8.74	8.04	7.29	6.57	6.11	5.52	5.02	5.55	5.95	6.38	4.53	4.20	3.92	3.64	3.25	3.25	2.72	2.31	1.75	0.98	0.55	0.00	0.00	0.00															
34A	Syracuse I-481	10.14	9.44	8.75	8.00	7.28	6.82	6.22	5.72	6.26	6.66	7.09	5.24	4.91	4.63	4.35	3.96	3.96	3.42	3.02	2.46	1.69	1.26	0.64	0.15	0.00	0.00														
35	Syracuse E.	10.25	9.55	8.86	8.11	7.39	6.93	6.33	5.83	6.37	6.77	7.20	5.35	5.02	4.74	4.46	4.07	4.07	3.53	3.13	2.57	1.80	1.37	0.75	0.26	0.00	0.00	0.00													
36	Syracuse I-81	10.43	9.74	9.04	8.30	7.58	7.11	6.52	6.02	6.56	6.95	7.39	5.53	5.21	4.93	4.65	4.25	4.25	3.72	3.32	2.76	1.98	1.56	0.94	0.45	0.01	0.00	0.00	0.00												
37	Electronics Parkway	10.48	9.78	9.08	8.34	7.62	7.15	6.56	6.06	6.60	6.99	7.43	5.57	5.25	4.97	4.69	4.29	4.29	3.76	3.36	2.80	2.02	1.60	0.98	0.49	0.05	0.00	0.00	0.00	0.00											
38	Syracuse - Liverpool	10.58	9.88	9.19	8.44	7.72	7.26	6.66	6.16	6.70	7.10	7.53	5.68	5.35	5.07	4.79	4.40	4.40	3.86	3.46	2.90	2.13	1.70	1.08	0.59	0.15	0.00	0.00	0.00	0.00	0.00										
39	Syracuse W. I-690	10.74	10.05	9.35	8.61	7.89	7.42	6.83	6.33	6.86	7.26	7.69	5.84	5.52	5.24	4.96	4.56	4.56	4.03	3.63	3.07	2.29	1.87	1.25	0.76	0.32	0.00	0.00	0.00	0.00	0.00	0.00									
40	Weedsport	11.43	10.74	10.04	9.29	8.57	8.11	7.52	7.02	7.55	7.95	8.38	6.53	6.20	5.92	5.64	5.25	5.25	4.72	4.32	3.76	2.98	2.56	1.94	1.45	1.01	0.60	0.00	0.00	0.00	0.00	0.00	0.00								
41	Waterloo	12.19	11.50	10.80	10.06	9.33	8.87	8.28	7.78	8.31	8.71	9.14	7.29	6.96	6.69	6.41	6.01	6.01	5.48	5.08	4.52	3.74	3.32	2.70	2.21	1.77	1.36	0.65	0.54	0.35	0.31	0.21	0.04	0.00							
42	Geneva	12.51	11.81	11.12	10.37	9.65	9.19	8.59	8.09	8.63	9.03	9.46	7.61	7.28	7.00	6.72	6.33	6.33	5.79	5.39	4.83	4.06	3.63	3.01	2.52	2.08	1.67	0.96	0.85	0.66	0.62	0.52	0.36	0.00	0.00						
43	Manchester	13.12	12.43	11.73	10.98	10.26	9.80	9.20	8.71	9.24	9.64	10.07	8.22	7.89	7.61	7.33	6.94	6.94	6.40	6.00	5.44	4.67	4.24	3.63	3.13	2.69	2.28	1.57	1.46	1.28	1.24	1.13	0.97	0.28	0.00	0.00					
44	Canandaigua	13.45	12.75	12.05	11.31	10.59	10.12	9.53	9.03	9.57	9.97	10.40	8.55	8.22	7.94	7.66	7.27	7.27	6.73	6.33	5.77	5.00	4.57	3.95	3.46	3.02	2.61	1.90	1.79	1.60	1.56	1.46	1.29	0.61	0.00	0.00	0.00				
45	Rochester E. I-490	13.63	12.93	12.24	11.49	10.77	10.31	9.71	9.21	9.75	10.15	10.58	8.73	8.40	8.12	7.84	7.45	7.45	6.91	6.51	5.95	5.18	4.75	4.13	3.64	3.20	2.79	2.08	1.97	1.79	1.74	1.64	1.48	0.79	0.03	0.00	0.00	0.00			
46	Rochester I-390	14.16	13.47	12.77	12.03	11.31	10.84	10.25	9.75	10.28	10.68	11.11	9.26	8.94	8.66	8.38	7.98	7.98	7.45	7.05	6.49	5.71	5.29	4.67	4.18	3.74	3.33	2.62	2.51	2.32	2.28	2.18	2.01	1.32	0.56	0.25	0.00	0.00	0.00		
47	Leroy I-490	14.92	14.23	13.53	12.78	12.06	11.60	11.01	10.51	11.04	11.44	11.87	10.02	9.69	9.41	9.13	8.74	8.74	8.21	7.80	7.24	6.47	6.04	5.43	4.93	4.50	4.08	3.38	3.27	3.08	3.04	2.94	2.77	2.08	1.32	1.01	0.39	0.07	0.00	0.00	
48	Batavia	15.46	14.77	14.07	13.33	12.60	12.14	11.55	11.05	11.58	11.98	12.41	10.56	10.23	9.95	9.68	9.28	9.28	8.75	8.35	7.79	7.01	6.59	5.97	5.48	5.04	4.63	3.92	3.81	3.62	3.58	3.48	3.31	2.62	1.86	1.55	0.94	0.61	0.43	0.00	0.00
48A	Pembroke	16.01	15.31	14.61	13.87	13.15	12.69	12.09	11.59	12.13	12.53	12.96	11.11	10.78	10.50	10.22	9.83	9.83	9.29	8.89	8.33	7.56	7.13	6.51	6.02	5.58	5.17	4.46	4.35	4.16	4.12	4.02	3.85	3.17	2.41	2.09	1.48	1.15	0.97	0.44	0.00
49	Depew	16.74	16.04	15.34	14.60	13.88	13.41	12.82	12.32	12.86	13.25	13.69	11.83	11.51	11.23	10.95	10.55	10.55	10.02	9.62	9.06	8.28	7.86	7.24	6.75	6.31	5.90	5.19	5.08	4.89	4.85	4.75	4.58	3.90	3.14	2.82	2.21	1.88	1.70	1.16	0.41
50	Buffalo I-290	16.88	16.19	15.49	14.74	14.02	13.56	12.97	12.47	13.00	13.40	13.83	11.98	11.65	11.37	11.09	10.70	10.70	10.17	9.76	9.20	8.43	8.00	7.39	6.89	6.45	6.04	5.34	5.23	5.04	5.00	4.90	4.73	4.04	3.28	2.97	2.35	2.03	1.85	1.31	0.55

Note: The above tolls include a $.65 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.

New York State Thruway

Toll Schedule

2027 Annual Permit

Effective 1/1/2027

PROPOSED

Appendix A-2

No.	Interchange	15	16	17	18	19	20	21	21B	B1	B2	B3	22	23	24	25	25A	26	27	28	29	29A	30	31	32	33	34	34A	35	36	37	38	39	40	41	42	43	44	45	46	47	48	48A	49
17	Newburgh I-84	0.00	0.00																																									
18	New Paltz	0.77	0.04	0.00																																								
19	Kingston	1.52	0.80	0.06	0.00																																							
20	Saugerties	2.01	1.28	0.55	0.00	0.00																																					
21	Catskill	2.63	1.90	1.17	0.39	0.00	0.00																																				
21B	Coxsackie	3.15	2.43	1.69	0.91	0.16	0.00	0.00																																			
	Berkshire spur																																									
B1	Hudson-Rensselaer I-90	4.60	3.88	3.14	2.36	1.61	1.12	0.68	0.68																																		
B2	Taconic Parkway	5.02	4.30	3.56	2.78	2.02	1.54	0.92	0.68	0.00																																	
B3	Canaan	5.47	4.75	4.01	3.23	2.48	1.99	1.37	0.84	0.00	0.00																																
22	Selkirk	3.66	2.94	2.21	1.42	0.67	0.18	0.00	0.00	0.68	0.68	0.68																															
23	Albany (Downtown)	4.01	3.28	2.55	1.77	1.01	0.52	0.00	0.00	0.68	0.68	0.81	0.00																														
24	Albany	4.30	3.58	2.84	2.06	1.30	0.82	0.20	0.00	0.68	0.68	1.10	0.00	0.00																													
25	Schenectady E.	4.59	3.87	3.14	2.35	1.60	1.11	0.49	0.00	0.68	0.94	1.39	0.00	0.00	0.00																												
25A	Schenectady I-88	4.30	3.58	2.84	2.06	1.30	0.82	0.20	0.00	0.68	0.68	1.10	0.00	0.00	0.00	0.00																											
26	Schenectady W.	5.01	4.28	3.55	2.77	2.01	1.52	0.90	0.38	0.94	1.35	1.81	0.00	0.00	0.00	0.00	0.00																										
27	Amsterdam	5.57	4.84	4.11	3.32	2.57	2.08	1.46	0.94	1.50	1.91	2.37	0.43	0.08	0.00	0.00	0.00	0.00																									
28	Fultonville	5.99	5.26	4.53	3.75	2.99	2.51	1.88	1.36	1.92	2.34	2.79	0.85	0.50	0.21	0.00	0.00	0.00	0.00																						
29	Canajoharie	6.58	5.85	5.12	4.33	3.58	3.09	2.47	1.95	2.50	2.92	3.38	1.44	1.09	0.80	0.51	0.09	0.09	0.00	0.00																					
29A	Little Falls	7.39	6.66	5.93	5.15	4.39	3.91	3.28	2.76	3.32	3.74	4.19	2.25	1.90	1.61	1.32	0.91	0.91	0.35	0.00	0.00																				
30	Herkimer	7.84	7.11	6.38	5.59	4.84	4.35	3.73	3.21	3.76	4.18	4.63	2.69	2.35	2.06	1.76	1.35	1.35	0.79	0.37	0.00	0.00																			
31	Utica	8.48	7.76	7.02	6.24	5.48	5.00	4.38	3.85	4.41	4.83	5.28	3.34	3.00	2.71	2.41	2.00	2.00	1.44	1.02	0.43	0.00	0.00																		
32	Westmoreland-Rome	9.00	8.27	7.54	6.76	6.00	5.52	4.89	4.37	4.93	5.35	5.80	3.86	3.52	3.22	2.93	2.52	2.52	1.96	1.54	0.95	0.14	0.00	0.00																	
33	Verona-Rome	9.46	8.73	8.00	7.22	6.46	5.98	5.35	4.83	5.39	5.81	6.26	4.32	3.97	3.68	3.39	2.98	2.98	2.42	1.99	1.41	0.59	0.15	0.00	0.00																
34	Canastota	9.89	9.17	8.43	7.65	6.89	6.41	5.79	5.26	5.82	6.24	6.69	4.75	4.41	4.11	3.82	3.41	3.41	2.85	2.43	1.84	1.03	0.58	0.00	0.00	0.00															
34A	Syracuse I-481	10.63	9.91	9.17	8.39	7.64	7.15	6.53	6.00	6.56	6.98	7.43	5.49	5.15	4.86	4.56	4.15	4.15	3.59	3.17	2.58	1.77	1.32	0.68	0.16	0.00	0.00														
35	Syracuse E.	10.75	10.02	9.29	8.51	7.75	7.27	6.64	6.12	6.68	7.10	7.55	5.61	5.26	4.97	4.68	4.27	4.27	3.71	3.28	2.70	1.88	1.44	0.79	0.27	0.00	0.00	0.00													
36	Syracuse I-81	10.95	10.22	9.49	8.70	7.95	7.46	6.84	6.32	6.87	7.29	7.75	5.81	5.46	5.17	4.88	4.46	4.46	3.90	3.48	2.89	2.08	1.63	0.99	0.47	0.01	0.00	0.00	0.00												
37	Electronics Parkway	10.99	10.26	9.53	8.75	7.99	7.50	6.88	6.36	6.92	7.34	7.79	5.85	5.50	5.21	4.92	4.51	4.51	3.95	3.52	2.94	2.12	1.68	1.03	0.51	0.05	0.00	0.00	0.00	0.00											
38	Syracuse - Liverpool	11.10	10.37	9.64	8.85	8.10	7.61	6.99	6.47	7.02	7.44	7.89	5.95	5.61	5.32	5.02	4.61	4.61	4.05	3.63	3.04	2.23	1.78	1.14	0.62	0.16	0.00	0.00	0.00	0.00	0.00										
39	Syracuse W. I-690	11.27	10.55	9.81	9.03	8.27	7.79	7.17	6.64	7.20	7.62	8.07	6.13	5.79	5.49	5.20	4.79	4.79	4.23	3.81	3.22	2.41	1.96	1.31	0.80	0.34	0.00	0.00	0.00	0.00	0.00	0.00									
40	Weedsport	11.99	11.27	10.53	9.75	8.99	8.51	7.89	7.36	7.92	8.34	8.79	6.85	6.51	6.21	5.92	5.51	5.51	4.95	4.53	3.94	3.13	2.68	2.03	1.52	1.06	0.62	0.00	0.00	0.00	0.00	0.00	0.00								
41	Waterloo	12.79	12.06	11.33	10.55	9.79	9.31	8.68	8.16	8.72	9.14	9.59	7.65	7.31	7.01	6.72	6.31	6.31	5.75	5.33	4.74	3.93	3.48	2.83	2.31	1.85	1.42	0.68	0.56	0.37	0.33	0.22	0.04	0.00							
42	Geneva	13.12	12.39	11.66	10.88	10.12	9.64	9.01	8.49	9.05	9.47	9.92	7.98	7.63	7.34	7.05	6.64	6.64	6.08	5.65	5.07	4.25	3.81	3.16	2.64	2.18	1.75	1.01	0.89	0.70	0.65	0.55	0.37	0.00	0.00						
43	Manchester	13.76	13.04	12.30	11.52	10.76	10.28	9.66	9.13	9.69	10.11	10.56	8.62	8.28	7.98	7.69	7.28	7.28	6.72	6.30	5.71	4.90	4.45	3.80	3.29	2.83	2.39	1.65	1.54	1.34	1.30	1.19	1.01	0.29	0.00	0.00					
44	Canandaigua	14.11	13.38	12.65	11.86	11.11	10.62	10.00	9.48	10.03	10.45	10.90	8.96	8.62	8.33	8.03	7.62	7.62	7.06	6.64	6.05	5.24	4.79	4.15	3.63	3.17	2.74	2.00	1.88	1.68	1.64	1.53	1.36	0.64	0.00	0.00	0.00				
45	Rochester E. I-490	14.30	13.57	12.84	12.05	11.30	10.81	10.19	9.67	10.22	10.64	11.09	9.15	8.81	8.52	8.22	7.81	7.81	7.25	6.83	6.24	5.43	4.98	4.34	3.82	3.36	2.93	2.18	2.07	1.87	1.83	1.72	1.55	0.83	0.03	0.00	0.00	0.00			
46	Rochester I-390	14.86	14.13	13.40	12.62	11.86	11.37	10.75	10.23	10.79	11.21	11.66	9.72	9.37	9.08	8.79	8.37	8.37	7.82	7.39	6.81	5.99	5.55	4.90	4.38	3.92	3.49	2.75	2.63	2.44	2.39	2.29	2.11	1.39	0.59	0.26	0.00	0.00	0.00		
47	Leroy I-490	15.65	14.93	14.19	13.41	12.65	12.17	11.55	11.02	11.58	12.00	12.45	10.51	10.17	9.87	9.58	9.17	9.17	8.61	8.19	7.60	6.79	6.34	5.69	5.18	4.72	4.28	3.54	3.43	3.23	3.19	3.08	2.90	2.18	1.38	1.06	0.41	0.07	0.00	0.00	
48	Batavia	16.22	15.49	14.76	13.98	13.22	12.74	12.12	11.59	12.15	12.57	13.02	11.08	10.74	10.44	10.15	9.74	9.74	9.18	8.76	8.17	7.36	6.91	6.26	5.74	5.29	4.85	4.11	4.00	3.80	3.76	3.65	3.47	2.75	1.95	1.63	0.98	0.64	0.45	0.00	0.00
48A	Pembroke	16.79	16.06	15.33	14.55	13.79	13.31	12.69	12.16	12.72	13.14	13.59	11.65	11.31	11.01	10.72	10.31	10.31	9.75	9.33	8.74	7.93	7.48	6.83	6.31	5.86	5.42	4.68	4.57	4.37	4.33	4.22	4.04	3.32	2.52	2.20	1.55	1.21	1.02	0.46	0.00
49	Depew	17.56	16.83	16.10	15.31	14.56	14.07	13.45	12.93	13.48	13.90	14.36	12.42	12.07	11.78	11.49	11.07	11.07	10.51	10.09	9.50	8.69	8.24	7.60	7.08	6.62	6.19	5.45	5.33	5.13	5.09	4.98	4.81	4.09	3.29	2.96	2.32	1.97	1.78	1.22	0.43
50	Buffalo I-290	17.71	16.98	16.25	15.47	14.71	14.22	13.60	13.08	13.64	14.05	14.51	12.57	12.22	11.93	11.64	11.22	11.22	10.66	10.24	9.66	8.84	8.40	7.75	7.23	6.77	6.34	5.60	5.48	5.28	5.24	5.14	4.96	4.24	3.44	3.11	2.47	2.13	1.94	1.37	0.58

No.	Erie Section Interchanges	55	56	57	57A	58	59	60
56	Blasdell	0.00						
57	Hamburg	0.00	0.00					
57A	Eden-Angola	0.00	0.00	0.00				
58	Silver Creek	0.00	0.00	0.00	0.00			
59	Dunkirk-Fredonia	0.41	0.26	0.07	0.00	0.00		
60	Westfield	1.26	1.11	0.92	0.50	0.00	0.00	
61	Ripley	1.80	1.65	1.47	1.04	0.51	0.00	0.00

Note: The above tolls include a $.68 surcharge for any trip on the controlled system that includes crossing the Castleton-on-Hudson Bridge.

TO: The Thruway Authority Finance Committee DATE: September 18, 2023

FROM: David Malone
Acting Chief Financial Officer

SUBJECT: Approving the Twenty First Supplemental Resolution, Authorizing the Issuance of General Revenue Bonds, Series P, Approving the Forms of Certain Related Documents and Authorizing an Authorized Officer to Execute Any Other Necessary Documents Related Thereto

In accordance with the New York State Thruway Authority Act, Title 9 of Article 2 of the New York State Public Authorities Law, as amended (the "Act"), the Authority is authorized to issue its bonds and notes, in such principal amount as shall be necessary, in the opinion of the Authority, to provide sufficient moneys for achieving its corporate purposes. The Authority desires to authorize the issuance of General Revenue Bonds, Series P (the "Series P Bonds"), in an aggregate principal amount not to exceed $1,700,000,000, in one or more Series or subseries and at any one or more times prior to September 18, 2024, in order to: (i) finance a portion of its ongoing capital programs; (ii) pay capitalized interest on any outstanding debt; (iii) refund all or a portion of certain outstanding General Revenue Bonds; (iv) pay the tender price of all or a portion of certain outstanding General Revenue Bonds; (v) fund reserves or purchase Reserve Credit Facilities; and (vi) pay cost of issuance of the Series P Bonds .

The Series P Bonds will be issued pursuant to the General Revenue Bond Resolution, adopted by the Board on August 3, 1992 and as amended on January 5, 2007 (as amended and supplemented, the "Resolution") and will be the sixteenth series of Bonds issued thereunder. The Authority previously issued: (i) $350,000,000 of Series A Bonds on August 25, 1992; (ii) $202,345,000 of Series B Bonds on December 23, 1993; (iii) $320,000,000 of Series C Bonds on February 23, 1995; (iv) $350,000,000 of Series D Bonds on May 15, 1997; (v) $575,555,000 of Series E Bonds on June 18, 1998; (vi) $624,570,000 of Series F Bonds on March 30, 2005; (vii)

$738,925,000 of Series G Bonds on September 29, 2005; (viii) $1,008,910,000 of Series H Bonds on October 11, 2007; (ix) $1,122,560,000 of Series I Bonds on June 27, 2012; (x) $677,460,000 of Series J Bonds on February 6, 2014; (xi) $743,865,000 of Series K Bonds on December 17, 2014; (xii) $596,220,000 of Series L Bonds on March 8, 2018; (xiii) $857,625,000 of Series M Bonds on October 30, 2019; (xiv) $450,000,000 of Series N Bonds on March 5, 2020; and (xv) $549,580,000 of Series O Bonds on March 5, 2021 (the remaining outstanding bonds of the foregoing series of General Revenue Bonds, together with the Series P Bonds, are hereinafter referred to collectively as the "Bonds").

The Resolution establishes limits on the issuance of additional series of General Revenue Bonds, through an additional bonds test, a refunding bonds test (as applicable) and a toll covenant. Subject to such incurrence tests, General Revenue Bonds may be issued or incurred to: finance Authority project costs authorized by law, including capital costs relating to the Thruway System, to pay previously issued notes, to refund certain outstanding bonds, to make deposits into the Senior Debt Service Reserve Fund, to pay costs of issuance, and if prudent, to make deposits into the Reserve Maintenance Fund. The issuance of Series P Bonds will only occur upon a finding of an Authorized Officer (as that term is defined in the Resolution) that such issuance complies with the requirements established by the Resolution.

In order to issue the Series P Bonds, Section 202 of the Resolution requires that a Twenty-First Supplemental Revenue Bond Resolution ("Series P Supplemental Resolution") be adopted by the Board. The Series P Supplemental Resolution authorizing the issuance of the Series P Bonds is submitted to the Board for approval. The Bonds, including the Series P Bonds, are direct obligations of the Authority, and the full faith and credit of the Authority and all Revenues of the

Authority, not subject to prior liens, are thereby pledged in accordance with the terms of the Resolution.

The Resolution established a flow of funds for Authority operations, which among other things, established the operating and maintenance needs of the Thruway System as the highest priority. It established reserve funds for the capital program including equipment for the Thruway System and for the payment of principal of and interest on General Revenue Bonds, as well as a General Reserve Fund, whose funds are available, subject to Board approval, for any lawful corporate purposes of the Authority.

In accordance with the Act and the Resolution, the Authority will also need to adopt, execute or deliver various other documents. The Series P Bonds Resolution authorizes an Authorized Officer the power to determine whether the sale of the Series P Bonds will be sold on a competitive or negotiated basis. While it is currently anticipated that the Series P Bonds will be offered and sold on a negotiated basis, a final determination as to whether to undertake a competitive or negotiated offering of the Series P Bonds to the public is best determined closer to the anticipated offering date to investors. Accordingly, the Board is being asked to approve both a competitive offering and a negotiated offering, as well as the following documents, which are either attached as exhibits or described below, in order to effectuate the financing plan to issue the Series P Bonds:

1. The Twenty-First Supplemental Resolution Authorizing Series P Bonds: The form of the Twenty-First Supplemental Resolution, attached hereto, is presented to the Board for authorization to issue Series P Bonds. The Twenty-First Supplemental Resolution authorizes the issuance of up to $1,700,000,000 aggregate principal amount of Series P Bonds which may be issued in one or more Series or subseries and on a tax-exempt and/or

taxable basis to (i) pay or reimburse the Authority for Project Costs, including any amount determined by an Authorized Officer pursuant to a Certificate of Determination to be used to make required deposits into the Reserve Maintenance Fund; (ii) pay capitalized interest on any outstanding debt; (iii) refund all or a portion of certain outstanding General Revenue Bonds; (iv) pay the tender price of all or a portion of certain outstanding General Revenue Bonds; (v) fund reserves or purchase Reserve Credit Facilities; and (vi) pay cost of issuance of the Series P Bonds. The Twenty First Supplemental Resolution delegates to an Authorized Officer, within certain parameters, the power to determine certain matters, including the principal amount of Series P Bonds to be issued, maturity dates, interest rates and redemption prices for the Series P Bonds and whether to obtain a Credit Facility or a Reserve Credit Facility (as such terms are defined in the Resolution), as well as the power to execute and deliver any further documents and instruments necessary to carry out the provisions of such supplemental resolution.

2. Series P Bonds Preliminary Official Statement: A Preliminary Official Statement and final Official Statement (collectively referred to as the "Official Statement") substantially in the form of the official statement relating to the Series O Bonds will be prepared and distributed to the potential investors of the Series P Bonds. The Official Statement distributed to investors is intended to meet federal securities law requirements that the material aspects of the financing (except, in the case of the Preliminary Official Statement, for pricing terms) and the Series P Bonds, the security therefor and related matters be adequately disclosed and in order to accomplish that goal, the Official Statement will contain historic and current financial and operating information relating to the Authority.

3. Tender Invitation: The Authority intends to make an offer to purchase certain maturities of its outstanding General Revenue Bonds, including the Series M Bonds (the "Tender Offer"), for cash. The methodology for establishing the purchase price of the Series M Bonds will be determined by the Authority in consultation with its advisors. No Series M Bonds will be purchased unless such purchase results in debt service savings for the Authority. The terms of the Tender Offer, including the purchase date, the amount of Series M Bonds to be purchased, and the pricing methodology will be set forth in the Tender Invitation, which will be provided to holders of the Series M Bonds. Funds for purchase of the tendered Series M Bonds will come from a portion of the proceeds of the Series P Bonds.

4. Continuing Disclosure Agreement: Rule 15c2-12, promulgated under the Securities Exchange Act of 1934 ("Rule 15c2-12"), mandates certain disclosure requirements for municipal securities offerings in the secondary market. The rule requires underwriters of municipal securities to determine that municipal issuers have agreed to provide ongoing disclosure of certain material information to the Municipal Securities Rulemaking Board ("MSRB"), through its Electronic Municipal Market Access System ("EMMA") and that such underwriters have systems in place to monitor such information concerning municipal bonds, notes or other securities in the secondary market. Entering into the Continuing Disclosure Agreement will (i) enable such purchasers/underwriters to comply with their SEC regulatory requirements and (ii) facilitate the best competitive bid(s) or negotiated prices for the Series P Bonds. The form of the Continuing Disclosure Agreement, attached hereto, complies with Rule 15c2-12 in that the Authority is obligated to provide continuing disclosure of annual financial and operating information to EMMA. In addition, the

agreement establishes the Authority's continuing responsibility for providing required notices to EMMA.

RECOMMENDATION:

It is recommended that the Finance Committee approve this item and authorize Authority staff to present this item to the Board.

NEW YORK STATE
THRUWAY AUTHORITY

GENERAL REVENUE BONDS

TWENTY-FIRST SUPPLEMENTAL REVENUE BOND RESOLUTION AUTHORIZING GENERAL REVENUE BONDS, SERIES P

Adopted: September 18, 2023

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TWENTY-FIRST SUPPLEMENTAL REVENUE BOND RESOLUTION AUTHORIZING GENERAL REVENUE BONDS, SERIES P

BE IT RESOLVED BY THE BOARD OF THE NEW YORK STATE THRUWAY AUTHORITY (THE "AUTHORITY") AS FOLLOWS:

ARTICLE I

DEFINITIONS AND STATUTORY AUTHORITY

Section 101. Supplemental Resolution. This resolution may hereafter be cited by the Authority and is herein referred to as the "Twenty-First Supplemental Revenue Bond Resolution Authorizing General Revenue Bonds" or as the "Twenty-First Supplemental Revenue Bond Resolution." This Twenty-First Supplemental Revenue Bond Resolution is supplemental to, and is adopted in accordance with Article IX of, the resolution adopted by the Authority on August 3, 1992, entitled "General Revenue Bond Resolution" (as previously supplemented and amended, the "General Revenue Bond Resolution").

Section 102. Definitions.

1. All terms which are defined in Section 102 of the General Revenue Bond Resolution shall have the same meanings, respectively, in this Twenty-First Supplemental Revenue Bond Resolution, as such terms are given in said Section 102.

2. In addition, as used in this Twenty-First Supplemental Revenue Bond Resolution, unless the context shall otherwise require, the following words and forms used herein shall have the following meanings:

"Bond Depository" means The Depository Trust Company or such other securities depository as the Authority may appoint pursuant to Section 502 hereof, and its successors and any replacement securities depository appointed pursuant to Section 502 hereof.

"Bond Purchase Agreement" means the Bond Purchase Agreement among the Authority and the Underwriters for the sale of the Series P Bonds.

"Dealer Manager Agreement" means the Dealer Manager Agreement by and among the Authority and the Dealer Managers for the proposed tender offer of Target Bonds.

"Dealer Managers" means J.P. Morgan Securities LLC and [_____] appointed by the Authority to serve in such capacities on an exclusive basis under the Dealer Manager Agreement on the terms and subject to the conditions set forth therein, in connection with the proposed tender offer of Target Bonds.

"Escrow Deposit Agreement" means the Escrow Deposit Agreement authorized pursuant to Section 301 of this Twenty-First Supplemental Revenue Bond Resolution.

"Initial Purchasers" means the winning bidders of the Series P Bonds offered for sale on a competitive bid basis upon the terms and conditions set forth in the Notice of Sale.

"Notice of Sale" means the document containing the terms and conditions for the offering and award of the Series P Bonds on a competitive bid basis.

"Purchased Bonds" means all Bonds, or such maturities or portions thereof, the Holders of which have agreed to tender such Bonds to the Authority pursuant to the terms of the Tender Invitation and that the Authority accepts for purchase with a portion of the proceeds of the Series P Bonds.

"Refunded Bonds" means all Bonds, or such maturities or portions thereof, that the Authority determines pursuant to the Certificate of Determination to refund with a portion of the proceeds of the Series P Bonds.

"Series P Bonds" means the General Revenue Bonds, Series P, authorized to be issued pursuant to the General Revenue Bond Resolution and this Twenty-First Supplemental Revenue Bond Resolution.

"Target Bonds" means the maturities of the Authority's General Revenue Bonds, Series M that are the subject of the proposed tender offer pursuant to the Tender Invitation.

"Tender Invitation" means the document pursuant to which the Authority offers to purchase certain outstanding General Revenue Bonds and setting forth the terms and conditions of such purchase.

"Underwriters" means the underwriters named in the Bond Purchase Agreement.

3. Words of masculine gender mean and include correlative words of the feminine and neuter genders. Unless the context otherwise indicates, words importing the singular number shall include the plural number and vice versa, and words importing persons shall include firms, associations and corporations, including public bodies, as well, and natural persons.

4. The terms "hereby," "hereof," "hereto," "herein," "hereunder," and any similar terms, as used in this Twenty-First Supplemental Revenue Bond Resolution refer to this Twenty-First Supplemental Revenue Bond Resolution, and such terms when used in the form of the fully registered bonds herein refer to said bonds.

Section 103. Authority for this Twenty-First Supplemental Revenue Bond Resolution. This Twenty-First Supplemental Revenue Bond Resolution is adopted pursuant to the provisions of the Act and the General Revenue Bond Resolution.

ARTICLE II

AUTHORIZATION OF SERIES P BONDS

Section 201. Principal Amount, Designation and Series. Pursuant to the provisions of the General Revenue Bond Resolution, a Series of Bonds entitled to the benefit,

protection and security of such provisions is hereby authorized to be issued in an aggregate initial principal amount up to $1,700,000,000 for the purposes and subject to the limitations described in Section 202. The Series P Bonds may be issued on or before September 18, 2024, at more than one time and may be offered for sale to the public pursuant to a negotiated offering or on a competitive bid basis. Such Bonds shall be designated as, and shall be distinguished from the Bonds of all other Series by the title "General Revenue Bonds, Series P" pursuant to and subject to the terms, conditions and limitations established in the General Revenue Bond Resolution and this Twenty-First Supplemental Revenue Bond Resolution. For all purposes of this Section 201, and the limits set forth in Section 202, original issue premium as determined to be advisable by an Authorized Officer in connection with the marketing of the Series P Bonds shall not be counted. Notwithstanding any other provision hereof, to the extent provided in one or more Certificates of Determination such Series P Bonds may be issued in one or more Series or subseries, on the same or on different dates, with such further or different designations as set forth in such Certificates of Determination.

The authority to issue Bonds and take related actions granted under previous resolutions of the Authority shall continue in full force and effect.

Section 202. Purposes. The purposes for which the Series P Bonds are to be issued are to (i) pay or reimburse Project Costs of any Facility; (ii) pay capitalized interest on any outstanding debt; (iii) fund reserves or purchase Reserve Credit Facilities; (iv) refund all or a portion of certain outstanding General Revenue Bonds; (v) pay the purchase price of any General Revenue Bonds tendered pursuant to the Tender Invitation and associated costs; and (vi) pay Costs of Issuance. Series P Bonds may be issued in a maximum principal amount of $1,700,000,000 for the purposes set forth in this Section 202.

Section 203. Issue Date. The Series P Bonds shall be dated as provided in the applicable Certificate of Determination, except as otherwise provided in Section 301 of the General Revenue Bond Resolution.

Section 204. Delegation of Authority. There is hereby delegated to any Authorized Officer of the Authority, subject to the limitations contained herein and in the General Revenue Bond Resolution, the power with respect to the Series P Bonds to determine and carry out the following:

(a) The principal amount of Series P Bonds to be issued in an aggregate principal amount up to $1,700,000,000, necessary to accomplish the purposes authorized by Section 202, subject to limitations set forth in Sections 201 and 202, all as determined by such Authorized Officer to be in the best interest of the Authority;

(b) The Series of Bonds and the maturities or portions thereof which are to be refunded or purchased with the proceeds of the Series P Bonds, and the date or dates, if any on which such Refunded Bonds, if any, are to be called for redemption or Purchased Bonds, if any, are to be purchased, as the case may be, and the provisions of the notice for such redemption or purchase, which may be subject to the refunding or purchase, all as determined by such Authorized Officer to be in the best interest of the Authority;

(c) The date or dates, maturity date or dates and principal amount of each maturity of the Series P Bonds, the amount and date of each Sinking Fund Installment, if

any, and which Series P Bonds, if any, are Serial Bonds, Term Bonds, Capital Appreciation Bonds or Current Interest Bonds, or Variable Interest Rate Bonds; provided that the Series P Bonds shall mature no later than thirty (30) years from the date of issuance;

(d) The interest rate or rates of the Series P Bonds (including a zero interest rate), the date from which interest on the Series P Bonds shall accrue and the Interest Payment Dates therefor; provided, however, (a) if any of the Series P Bonds are offered on a competitive bid basis, (i) the true interest cost on such Series P Bonds bearing interest at a fixed rate (as determined by an Authorized Officer of the Authority, which determination shall be conclusive) shall not exceed seven percent (7%) per annum, and (ii) any such Series P Bonds that initially bear interest at a variable interest rate shall be subject to a maximum interest rate of no more than nine percent (9%) per annum in the case of federally tax-exempt obligations, no more than twelve percent (12%) per annum in the case of federally taxable obligations and no more than eighteen percent (18%) in the case of bank bonds or other reimbursement obligations to the providers of Credit Facilities or other similar parties and (b) if any of the Series P Bonds are offered on a negotiated basis, (i) the true interest cost on such Series P Bonds bearing interest at a fixed rate (as determined by an Authorized Officer of the Authority, which determination shall be conclusive) shall not exceed seven percent (7%) per annum, and (ii) any such Series P Bonds that initially bear interest at a variable interest rate shall be subject to a maximum interest rate of no more than nine percent (9%) per annum in the case of federally tax-exempt obligations, no more than twelve percent (12%) per annum in the case of federally taxable obligations and no more than eighteen percent (18%) in the case of bank bonds or other reimbursement obligations to the providers of Credit Facilities or other similar parties;

(e) The Paying Agent or Paying Agents, if any, for the Series P Bonds and, subject to the provisions of Section 802 of the General Revenue Bond Resolution, the place or places of payment of the Principal, Sinking Fund Installments, if any, Redemption Price of and interest on the Series P Bonds;

(f) The Redemption Price or Redemption Prices, if any, and, subject to Article IV of the General Revenue Bond Resolution, the redemption terms, if any, for the Series P Bonds; provided, however, that the Redemption Price of any Series P Bond subject to redemption at the election of the Authority or in accordance with the Resolution shall not exceed the greater of (I) one hundred three percent (103%) of the principal amount of any tax-exempt Series P Bonds or portion thereof to be redeemed, plus accrued interest thereon to the date of redemption, or (II) greater of 100% or the price calculated by any applicable make-whole call provisions of any taxable Series P Bonds or portion thereof to be redeemed, plus accrued interest thereon to the date of redemption, as applicable, or;

(g) Additional provisions for the sale or exchange of the Series P Bonds and for the delivery thereof not otherwise set forth herein;

(h) Directions for the application of the proceeds of the Series P Bonds and any funds relating to the Refunded Bonds or the Purchased Bonds, not in conflict with the

provisions hereof, which shall include assurance that upon such refunding, the Senior Debt Service Reserve Fund Requirement is satisfied;

(i) The purchase price of the Series P Bonds, subject to Section 301 hereof;

(j) Whether to issue all or any portion of the Series P Bonds as tax exempt obligations, taxable obligations, put obligations, Variable Interest Rate Bonds or as any other form of Bonds permitted by the General Revenue Bond Resolution and any matters related thereto, including (i) the terms and provisions of any such Series P Bonds, (ii) the selection of escrow agents, verification agents, bidding agents, tender agents, remarketing agents, market agents, auction agents, broker-dealers, information agents or any other agents or parties to ancillary arrangements and the terms of any such arrangements, (iii) the manner of determining specified matters relating to the defeasance of any Refunded Bonds and the Purchased Bonds to be refunded or paid, and (iv) the methods for determining the accrual of Debt Service;

(k) To make such changes in or from the form of this Twenty-First Supplemental Revenue Bond Resolution as may be necessary or desirable in connection with obtaining a rating with respect to the Series P Bonds or in order to cure any ambiguities, inconsistencies or other defects; and

(l) Any other provisions deemed advisable by an Authorized Officer of the Authority, not in conflict with the provisions hereof or of the General Revenue Bond Resolution, including, without limitation, provisions incorporating a Credit Facility or a Reserve Credit Facility to the extent that an Authorized Officer of the Authority determines that such changes would be in the best interest of the Authority.

Any such Authorized Officer shall execute a Certificate of Determination evidencing determinations or other actions taken pursuant to the authority granted herein or in the General Revenue Bond Resolution, and any such Certificate of Determination shall be conclusive evidence of the action or determination of such Authorized Officer as to the matters stated therein.

All Series P Bonds issued pursuant to this Twenty-First Supplemental Revenue Bond Resolution of like maturity shall be identical in all respects, except as to denominations, maturity amounts, redemption features, numbers, interest rates and letters.

Any Authorized Officer is hereby authorized to enter into an agreement to provide secondary market disclosure in order to permit the Underwriters to comply with the provisions of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended.

Section 205. Denominations, Numbers and Letters. The Series P Bonds shall be issued in the denomination at maturity of $5,000 or in the denominations of any whole integral multiple thereof. The Series P Bonds shall be issued in registered form, shall be lettered "PR" followed by the number of the Series P Bond, and shall be numbered consecutively from one (1) upward in order of their issuance. If more than one fully registered Series P Bond is issued in a simultaneous transaction, such Bonds shall be numbered in such manner consistent with the above as the Trustee shall determine.

Section 206. Additional Determinations. To the extent an Authorized Officer of the Authority deems necessary to obtain a Credit Facility or a Reserve Credit Facility or preserve a rating on the Series P Bonds or to obtain a no adverse impact letter relating to the rating on the Series P Bonds, or otherwise give effect to the terms of sale of the Series P Bonds, the Certificate of Determination may include, to the extent reasonable or necessary to provide for the terms of the Series P Bonds as set forth in the Notice of Sale or the Bond Purchase Agreement, as applicable, additional determinations providing for the interest rates, designation, maturities, terms of redemption and other terms with respect to the Series P Bonds, including, but not limited to, minimum requirements on amounts held in the various Funds (which requirements are not inconsistent with the General Revenue Bond Resolution and this Twenty-First Supplemental Revenue Bond Resolution) and restrictions on or the type of investments of amounts held under the various Funds (which restrictions are not inconsistent with the General Revenue Bond Resolution and this Twenty-First Supplemental Revenue Bond Resolution).

ARTICLE III

SALE AND DELIVERY

Section 301. Sale of Bonds. The Series P Bonds shall be offered for sale either (i) on a competitive bid basis, upon the terms and conditions set forth in the Notice of Sale and awarded to the winning bidder or winning bidders, as determined by an Authorized Officer (which written or electronic evidence of the award or awards shall be conclusive evidence of the approval required hereby) at a purchase price of not less than 100% of the aggregate original principal amount of the Series P Bonds to be sold, or (ii) on a negotiated basis, sold to the Underwriters named in the Bond Purchase Agreement upon the terms and conditions set forth in the Bond Purchase Agreement at a purchase price of not less than 100% of the aggregate original principal amount of the Series P Bonds to be sold. For any such negotiated sale of Series P Bonds, there is hereby delegated to each Authorized Officer the power to execute and deliver a Bond Purchase Agreement with such changes, omissions and insertions as may be approved by an Authorized Officer. Any such execution by an Authorized Officer shall be conclusive evidence of the approval required hereby.

The Authority may issue a Tender Invitation, for the purpose of inviting Holders of Target Bonds to tender certain General Revenue Bonds for purchase by the Authority, and execute such agreements, including a Dealer Manager Agreement to be approved by an Authorized Officer, and utilize such additional documents as are necessary or desirable to accomplish such purchase. Any such execution by an Authorized Officer shall be conclusive evidence of the approval required hereby.

Upon the issuance of the Series P Bonds, the Authority may enter into an escrow deposit agreement (the "Escrow Deposit Agreement"), for the purpose of securing the money and securities to be used to provide for the refunding of the Refunded Bonds. In the event that open market securities are required for funding the escrow, the Chairman, the Vice Chairman, the Executive Director, the Treasurer and the Assistant Treasurer are and each of them hereby is authorized to acquire or cause to be acquired such open market securities in the manner determined by such Officer.

The Chairman, Vice Chairman, Executive Director, Chief Financial Officer, Treasurer, Assistant Treasurer, Secretary and any Assistant Secretary of the Authority are and

each of them is hereby authorized and directed to execute and deliver any and all documents and instruments, including, but not limited to, a Tender Invitation and related documents and notices, Dealer Management Agreement, Escrow Deposit Agreement, Preliminary Official Statement, Official Statement, and such certificates and other necessary agreements as deemed necessary and proper, and to do and cause to be done any and all acts necessary or proper for carrying out (A) the obligations of the Authority contained in the Notice of Sale or the Bond Purchase Agreement, as the case may be, (B) the issuance, sale and delivery of the Series P Bonds, and (C) the implementation of the terms of the Series P Bonds and the transactions contemplated hereby or thereby, including such changes to the form of Series P Bonds as may be necessary or appropriate to reflect the provisions of any Credit Facility or Reserve Credit Facility.

Section 302. Execution. The Series P Bonds shall be executed in the name of the Authority by the manual or facsimile signature of the Chairman, Vice Chairman, Executive Director, Chief Financial Officer, Treasurer or Assistant Treasurer and the corporate seal of the Authority (or a facsimile thereof) shall be affixed, imprinted, engraved or otherwise reproduced thereon and attested by the manual or facsimile signature of the Secretary or Assistant Secretary of the Authority, or in such other manner as may be required by law.

Section 303. Delivery. After their execution as hereinabove provided, the Series P Bonds shall be authenticated by the manual or facsimile signature of the Trustee and, upon satisfaction of the conditions contained in the Resolution, shall be delivered to or upon the order of the Initial Purchasers or the Underwriters, as the case may be, in accordance with the Notice of Sale or the Bond Purchase Agreement, as applicable.

Section 304. Arbitrage and Use of Proceeds Certificate. There is hereby delegated to each Authorized Officer of the Authority the power to execute and deliver an Arbitrage and Use of Proceeds Certificate with respect to the Series P Bonds. Any such execution by an Authorized Officer shall be conclusive evidence of the approval required hereby.

ARTICLE IV

ACCOUNTS; DISPOSITION OF PROCEEDS

Section 401. Creation of Series P Accounts. There is hereby created in each of the Senior Debt Service Fund, the Senior Debt Service Reserve Fund, the Rebate Fund and the Construction Fund an account relating to the Series P Bonds which in each case shall be designated the "Series P Account" thereof. There shall be deposited into and paid from each such Account any amounts to be deposited into or paid from the related Fund in connection with the Series P Bonds.

Investment income on amounts (i) in the Series P Account of the Senior Debt Service Fund shall be applied to the next succeeding payment of Debt Service due with respect to the Series P Bonds, (ii) in the Series P Account of the Senior Debt Service Reserve Fund shall be transferred to the Series P Account of the Senior Debt Service Fund at the times and in the manner provided in a certificate or certificates of an Authorized Officer to be applied to the next succeeding payments of Debt Service due with respect to the Series P Bonds, and (iii) in the Series P Account of the Construction Fund, if any, shall remain in the Construction Fund to be used for Costs of Issuance, or applied to the next succeeding payment of Debt Service due with respect to the Series P Bonds.

Section 402. Disposition of Series P Bond Proceeds. The proceeds of the sale of the Series P Bonds (as well as any funds released from any Funds held in connection with the Refunded Bonds or Purchased Bonds) shall be disposed of as applied, simultaneously with the issuance and delivery of the Series P Bonds, in each case in amounts, if any, as determined in the Certificate of Determination, in the following order:

1. in the Senior Debt Service Reserve Fund, the amount of money, if any, necessary in order that upon delivery and issuance of the Series P Bonds the amount in the Senior Debt Service Reserve Fund (including any Reserve Credit Facility on deposit therein) is equal to the Senior Debt Service Reserve Fund Requirement;

2. if Series P Bonds are issued to refund certain bonds previously issued by the Authority, the amount necessary for deposit to a designated escrow fund or redemption account of the Senior Debt Service Fund in order to legally defease the bonds being so refunded.

3. if Series P Bonds are issued to purchase certain Bonds previously issued by the Authority and tendered for purchase by the Holders thereof, the amount necessary for deposit to a redemption account of the Senior Debt Service Fund or General Reserve Fund in order to pay the purchase price of the Bonds being so purchased.

4. the balance of such proceeds shall be deposited in the Construction Fund to pay Project Costs of any Facility and Costs of Issuance related to the Series P Bonds and for subsequent transfer to the Debt Service Fund, as capitalized interest, to pay interest on the Series P Bonds.

ARTICLE V

FORM

Section 501. Form of Fully Registered Bond and Trustee's Authentication Certificate.

Subject to the provisions of the Resolution and this Twenty-First Supplemental Revenue Bond Resolution, and except as otherwise provided in the Certificate of Determination, the Series P Bonds in fully registered form shall be in substantially the following form:

[FORM OF REGISTERED SERIES P BOND]

Unless this certificate is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to the issuer or its agent for registration of transfer, exchange or payment, and any certificate issued is registered in the name of Cede & Co. or such other name as requested by an authorized representative of DTC (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, Cede & Co., has an interest herein.

As provided in the Resolution referred to herein, until the termination of the system of book-entry-only transfers through DTC and notwithstanding any other provision of the Resolution to the contrary, a portion of the principal amount of this Bond may be paid or redeemed without surrender hereof to the Paying Agent. DTC or a nominee, transferee or assignee of DTC of this Bond may not rely upon the principal amount indicated hereon as the principal amount hereof outstanding and unpaid. The principal amount hereof outstanding and unpaid shall for all purposes be the amount determined in the manner provided in the Resolution.

NEW YORK STATE THRUWAY AUTHORITY
GENERAL REVENUE BOND, SERIES P

No.: PR-__ $_____

Interest Rate	Maturity Date	Bond Date	CUSIP

Registered Holder: Cede & Co.

Principal Sum: _____ Dollars

NEW YORK STATE THRUWAY AUTHORITY (herein called the "Authority"), a body corporate and politic constituting a public corporation, organized and existing under and by virtue of the laws of the State of New York, acknowledges itself indebted to, and for value received hereby promises to pay to the Registered Holder identified above or registered assigns, on the Maturity Date set forth above, upon presentation and surrender of this Bond at the

principal office of The Bank of New York Mellon, New York, New York (herein called the "Trustee"), or its successor as Trustee, the Principal Sum set forth above or redemption price, if any, in any coin or currency of the United States of America which at the time of payment is legal tender for the payment of public and private debts, and to pay the Registered Holder hereof interest on such Principal Sum by wire or by check or draft mailed by the Trustee, from the date hereof, at the Interest Rate set forth above per annum, payable on [July 1, 2024], and semi-annually thereafter on the first days of January and July in each year, until the Authority's obligation with respect to the payment of such Principal Sum shall be discharged.

This Bond is a direct and general obligation of the Authority as provided in the Resolution (as hereinafter defined) and is one of a duly authorized issue of bonds of the Authority designated as its "General Revenue Bonds" (herein called the "Bonds"), issued and to be issued in various series under and pursuant to the New York State Thruway Authority Act, Title 9 of Article 2 of the Public Authorities Law, Chapter 43-A of the Consolidated Laws of the State of New York, as amended (herein called the "Act"), and under and pursuant to the resolution of the Authority, adopted August 3, 1992, as amended on January 5, 2007, entitled "General Revenue Bond Resolution" (herein called the "Resolution") and the Twenty-First Supplemental Revenue Bond Resolution Authorizing General Revenue Bonds, Series P, adopted by the Authority on September 18, 2023 (the "Series P Supplemental Resolution"). The Resolution, as previously supplemented and amended, and the Series P Supplemental Resolution are sometimes herein referred to as the "Resolutions." Copies of the Resolutions are on file at the office of the Authority and at the principal office of the Trustee, and reference to the Resolutions and any and all supplements thereto and modifications and amendments thereof and to the Act is made for a description of the pledge and covenants securing the Bonds, the nature, extent and manner of enforcement of such pledge, the rights and remedies of the registered owners of the Bonds with respect thereto and the terms and conditions upon which the Bonds are issued and may be issued thereunder. Any terms used and not otherwise defined herein are used as defined in the Resolutions.

THE BONDS SHALL NOT BE A DEBT OF THE STATE OF NEW YORK, AND THE STATE SHALL NOT BE LIABLE THEREON.

As provided in the Resolution, the Bonds may be issued from time to time pursuant to supplemental resolutions in one or more series, in various principal amounts, may mature at different times, may bear interest at different rates and may otherwise vary as provided in the Resolution. The aggregate principal amount of Bonds which may be issued pursuant to the Resolution is not limited except as provided in the Resolution, and all Bonds issued and to be issued pursuant to the Resolution are and will be equally secured by the pledge and covenants made therein, except as otherwise expressly provided or permitted in the Resolution. The Holders of the Bonds, by their acceptance and holding of the Bonds, waive, to the extent provided in the Resolution, all rights relating to remedies of Bondholders pursuant to Section 368 of the Act as in effect on the date of adoption of the Resolution.

To the extent and in the manner permitted by the terms of the Resolutions, the provisions of the Resolutions or any resolution amendatory thereof and supplemental thereto, may be modified or amended by the Authority, by the Holders of at least a majority in aggregate principal amount of the Bonds then Outstanding affected by such modification or amendment; provided, however, that, if such modification or amendment will, by its terms, not take effect so long as any Bonds of any specified like Series and maturity remain Outstanding, the consent of

the Holders of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of the calculation of Outstanding Bonds. No such modification or amendment shall permit a change in the terms of redemption or maturity of the principal of any Outstanding Bond or of any installment of interest thereon or a reduction in the principal amount thereof or the Redemption Price thereof or in the rate of interest thereon without the consent of the Holders of such Bonds, or shall reduce the percentages or otherwise affect the classes of Bonds, the consent of the Holders of which is required to effect any such modification or amendment, or shall change or modify any of the rights or obligations of the Trustee without its written assent thereto.

This Bond is transferable, as provided in the Resolutions, only upon the books of the Authority kept for that purpose at the above mentioned office of the Trustee by the registered owner hereof in person, or by his duly authorized attorney, upon surrender of this Bond together with a written instrument of transfer satisfactory to the Trustee duly executed by the registered owner or his duly authorized attorney, and thereupon a new registered Bond or Bonds, without coupons, and in the same aggregate principal amount and maturity, shall be issued to the transferee in exchange therefor as provided in the Resolutions, and upon payment of the charges therein prescribed. The Authority and the Trustee may deem and treat the person in whose name this Bond is registered as the absolute owner hereof for the purpose of receiving payment of, or on account of, the Principal hereof and for all other purposes.

The Series P Bonds are issuable in the form of registered Bonds without coupons in the denominations at maturity of $5,000 or any integral whole multiple thereof. The registered owner of any Bond or Bonds may surrender the same (together with a written instrument of transfer satisfactory to the Trustee, duly executed by the registered owner or his duly authorized attorney), in exchange for an equal aggregate principal amount of registered Bonds without coupons of any other authorized denominations, and of the same maturity and Series, in the manner, subject to the conditions and upon the payment of the charges provided in the Resolution.

The Series P Bonds are subject to redemption prior to maturity at the option of the Authority, upon notice as hereinafter provided, on any date on and after January 1, 20__, either as a whole or in part (and by lot if less than all of a maturity is to be redeemed), from maturities designated by the Authority, at a Redemption Price of 100% of the principal amount thereof, plus accrued interest to the date of redemption.

The Series P Bonds maturing on January 1, 20__ and January 1, 20__ are subject to mandatory redemption in part, by lot, on any January 1 on and after January 1, 20__ and January 1, 20__, respectively, at the principal amount thereof plus accrued interest to the redemption date thereof, from mandatory Sinking Fund Installments which are required to be made in amounts sufficient to redeem on January 1 of each year the principal amount of such Series P Bonds as set forth in the Resolution.

The State of New York may, upon furnishing sufficient funds therefor, require the Authority to redeem Bonds as provided in the Act and the Resolution.

This Bond is payable upon redemption at the above mentioned office of the Trustee. Notice of redemption, which shall be unconditional or conditional, shall be given by the Trustee in the name of the Authority, which notice shall be given by first-class mail, postage

prepaid to the registered owners of Bonds of such Series which are to be redeemed, at their last known addresses, if any, appearing on the registration books of the Authority at least thirty (30) days but not more than forty-five (45) days prior to the redemption date, all in the manner and upon the terms and conditions set forth in the Resolution. If unconditional notice of redemption shall have been mailed as aforesaid, the Series P Bonds so called for redemption shall become due and payable on the redemption date therein fixed. If conditional notice of redemption shall have been mailed as aforesaid, and (A) such notice has not been rescinded as provided in the Series P Supplemental Resolution and (B) the Trustee holds money to pay the redemption price of the affected Series P Bonds, then the Series P Bonds so called for redemption shall become due and payable on the redemption date therein fixed. In either case, if on the redemption date, moneys for the redemption of all the Series P Bonds so called for redemption, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such Bonds or portion thereof so called for redemption shall cease to accrue and such Bonds will no longer be considered to be Outstanding under the Resolution.

The principal of the Bonds may be declared due and payable before maturity thereof as provided in the Resolutions.

The Act provides that neither the members of the board of the Authority nor any person executing the Bonds shall be liable personally on the Bonds or be subject to any personal liability or accountability by reason of the issuance thereof.

This Bond shall not be valid or become obligatory for any purpose nor be entitled to any security or benefit under the Resolutions until this Bond shall have been authenticated by the execution by the Trustee of the Trustee's Certificate of Authentication hereon.

This Bond is issued pursuant to and in full compliance with the Constitution and statutes of the State of New York, including the Act. It is hereby certified, recited and declared that all conditions, acts and things required by the Constitution and the statutes of the State and the Resolutions to exist, to have happened and to have been performed precedent to and in the issuance of this Bond, exist, have happened and have been performed and that the issue of the Bonds, together with all other indebtedness of the Authority, is within every debt and other limit prescribed by the laws of the State.

IN WITNESS WHEREOF, NEW YORK STATE THRUWAY AUTHORITY has caused this Bond to be signed in its name and on its behalf by the manual or facsimile signature of its Chairman, Vice Chairman or other Authorized Officer and its corporate seal (or a facsimile thereof) to be affixed, imprinted, engraved or otherwise reproduced hereon and attested by the manual or facsimile signature of its Secretary or an Assistant Secretary or other Authorized Officer, all as of the Bond Date indicated above.

[SEAL]

NEW YORK STATE
THRUWAY AUTHORITY

By:_____

Attest:

_____
Secretary/Assistant Secretary

Date of Authentication:

[FORM OF CERTIFICATE OF AUTHENTICATION]

TRUSTEE'S CERTIFICATE OF AUTHENTICATION

This Bond is one of the Series P Bonds described in the within mentioned Resolutions.

THE BANK OF NEW YORK MELLON,
as Trustee

By:_____
Authorized Officer

ASSIGNMENT

Social Security or Other Identifying

Number of Assignee

_____

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto

_____

_____

the within Bond and all rights and title thereunder, and hereby irrevocably constitutes and appoints

_____ or its successor to transfer the within Bond on the books kept for registration thereof, with full power of substitution in the premises.

Date: _____

_____

Notice: Signature must correspond with the name of the registered owner as it appears on the face of the within Bond in every particular, without acceleration or enlargement or any change whatever.

Signature Guaranteed:

_____

(Bank, Trust Company or Firm)

Section 502. Registration and Transfer of Bonds.

(1) Except as otherwise provided in the Certificate of Determination delivered in connection with the Series P Bonds, the Series P Bonds shall be initially issued in the form of a separate single authenticated fully registered bond in the amount of each separate stated maturity of the Series P Bonds. Upon initial issuance, the ownership of such Series P Bonds shall be registered in the registry Books of the Authority kept by the Trustee in the name of Cede & Co., as nominee of the Bond Depository. With respect to Series P Bonds registered in the registry books kept by the Trustee in the name of Cede & Co., as nominee of the Bond Depository, the Authority and the Trustee shall have no responsibility or obligation to any participant or to any beneficial owner with respect to (i) the accuracy of the records of the Bond Depository, Cede & Co. or any participant with respect to any ownership interest in the Series P Bonds, (ii) the delivery to any participant, any beneficial owner or any other person, other than the Bond Depository, of any notice with respect to the Series P Bonds, including any notice of redemption, or (iii) the payment to any participant, any beneficial owner or any other person, other than the Bond Depository, of any amount with respect to the principal of, or premium, if any, or interest on the Series P Bonds. The Authority and the Trustee may treat as and deem the Bond Depository to be the absolute owner of each Series P Bond for the purpose of payment of the principal of and premium, if any, and interest on such Series P Bond, for the purpose of giving notices of redemption and other matters with respect to such Series P Bond, for the purpose of registering transfers with respect to such Series P Bond, and for all other purposes whatsoever. The Authority or the Trustee shall pay all principal of and premium, if any, and interest on the Series P Bonds only to or upon the order of the Bond Depository, and all such payments shall be valid and effective to fully satisfy and discharge the Authority's obligations with respect to the principal of and premium, if any, and interest on the Series P Bonds to the extent of the sum or sums so paid. No person other than the Bond Depository shall receive an authenticated Series P Bond evidencing the obligation of the Authority to make payments of principal of and premium, if any, and interest pursuant to this Series P Supplemental Resolution. Upon delivery by the Bond Depository to the Authority or the Trustee of written notice to the effect that the Bond Depository has determined to substitute a new nominee in place of Cede & Co., and subject to the provisions herein with respect to consents, the words "Cede & Co." in this Twenty-First Supplemental Revenue Bond Resolution shall refer to such new nominee of the Bond Depository.

(2) Upon receipt by the Authority and the Trustee of written notice from the Bond Depository to the effect that the Bond Depository is unable or unwilling to discharge its responsibilities and no substitute Depositary willing to undertake the functions of the Bond Depository hereunder can be found which is willing and able to undertake such functions upon reasonable and customary terms, then the Series P Bonds shall no longer be restricted to being registered in the registry books of the Authority kept by the Authority or by the Trustee in the name of Cede & Co., as nominee of the Bond Depository, but may be registered in whatever name or names the beneficial owners transferring or exchanging Series P Bonds shall designate, in accordance with the provisions of this Twenty-First Supplemental Revenue Bond Resolution and the General Revenue Bond Resolution.

(3) In the event the Authority determines that it is in the best interests of the beneficial owners that they be able to obtain Series P Bond certificates, the Authority may notify the Bond Depository and the Trustee, whereupon the Bond Depository will notify the

participants, of the availability through the Bond Depository of Series P Bond certificates. In such event, the Authority shall direct the Trustee to issue, transfer and exchange Series P Bond certificates as requested by the Bond Depository and any other Bondholders in appropriate amounts, and whenever the Bond Depository requests the Authority and the Trustee to do so, the Trustee and the Authority will cooperate with the Bond Depository in taking appropriate action after reasonable notices (i) to make available one or more separate certificates evidencing the Series P Bond to any Bond Depository participant having Series P Bonds credited to its Bond Depository account or (ii) to arrange for another Depositary to maintain custody of certificates evidencing the Series P Bonds.

(4) Any Authorized Officer of the Authority is hereby authorized to enter into an agreement with the Bond Depository in order to carry out the provisions of this Series P Resolution with respect to the use of the Bond Depository. Notwithstanding any other provision of this Twenty-First Supplemental Revenue Bond Resolution to the contrary, so long as any Series P Bond is registered in the name of the Bond Depository or in the name of the nominee of the Bond Depository, all payments with respect to the principal of and premium, if any, and interest on such Bonds and all notices with respect to such Series P Bonds shall be made and given, respectively, to the Bond Depository as provided in the agreement between the Authority and the Bond Depository.

(5) In connection with any notice or other communication to be provided to Bondholders pursuant to this Twenty-First Supplemental Revenue Bond Resolution by the Authority or the Trustee with respect to any consent or other action to be taken by Bondholders, the Authority or the Trustee, as the case may be, shall establish a record date for such consent or other action and give the Bond Depository notice of such record date not less than 15 calendar days in advance of such record date to the extent possible.

(6) The transfer of any Series P Bond shall be registrable only upon the books of the Authority, which shall be kept for such purpose at the offices of the Authority or the Trustee, by the registered owner thereof in person or by his attorney duly authorized in writing, upon surrender thereof together with a written instrument of transfer satisfactory to the Authority or the Trustee duly executed by the registered owner or his duly authorized attorney. Upon the registration of any such Series P Bond, the Authority shall direct the Trustee to issue in the name of the transferee a new fully registered Series P Bond or Series P Bonds, of the same aggregate principal amount, series and maturity as the surrendered Series P Bond. Any Series P Bond surrendered to exchange for a new Series P Bond pursuant to this Section shall be cancelled by the Trustee.

(7) The Authority and the Trustee, or any Bond Depository may deem and treat the person in whose name the fully registered Series P Bond shall be registered upon the books of the Authority as the absolute owner of such Series P Bond, whether such Series P Bond shall be overdue or not, for the purpose of receiving payment of, or on account of, the principal and redemption price, if any, of and interest on such Series P Bond and for all other purposes and all such payments so made to any such registered owner or upon his order shall be valid and effectual to satisfy and discharge the liability upon such Series P Bond to the extent of the sum or sums so paid, and neither the Authority nor the Trustee shall be affected by any notice to the contrary.

ARTICLE VI

MISCELLANEOUS

Section 601. No Recourse on the Series P Bonds. No recourse shall be had for the payment of the Principal, Sinking Fund Installments or Redemption Price of or interest on the Series P Bonds or for any claim based thereon or on the Twenty-First Supplemental Revenue Bond Resolution against any member, officer or employee of the Authority or any person executing the Series P Bonds, and neither the members of the Authority nor any other person executing the Series P Bonds of the Authority shall be subject to any personal liability or accountability by reason of the issuance thereof, all such liability being expressly waived and released by every Holder of Series P Bonds by the acceptance thereof.

Section 602. Conditional Notice of Redemption. In accordance with Section 401 and the first sentence of Section 405 of the General Revenue Bond Resolution, and notwithstanding the last sentence of Section 402 of the General Revenue Bond Resolution, any notice of optional redemption may state that it is conditioned upon (i) receipt by the Trustee on or prior to the Redemption Date selected by the Authority for the redemption of Series P Bonds of money sufficient to pay the Redemption Price thereof and accrued interest thereon to such Redemption Date, or (ii) upon the satisfaction of any other specified condition or the occurrence or non-occurence of any other specified event (the condition or event described in clause (i) or (ii) being referred to herein as a "Redemption Condition or Event"). Any conditional notice so given may be rescinded by the Trustee at the direction of the Authority at any time before payment of the Redemption Price thereof and accrued interest thereon if the Redemption Condition or Event is not satisfied or occurs or does not occur, as the case may be. Notice of such rescission shall be given by the Trustee to affected owners of Series P Bonds as promptly as practicable in the event that the Redemption Condition or Event is not satisfied or occurs or does not occur, as the case may be. If on the Redemption Date, moneys for the redemption of all the Series P Bonds so called for redemption, together with interest accrued to the Redemption Date, shall be available for such payment on said date, then from and after the Redemption Date interest on such Series P Bonds or portion thereof so called for redemption shall cease to accrue and such Series P Bonds will no longer be considered to be Outstanding under the Resolution.

Section 603. Incorporation of Certificate of Determination. The Certificate of Determination (and such additional Certificates of Determination as may be adopted pursuant to Section 201 hereof) shall be incorporated herein, and the provisions thereof shall have the same force and effect as if fully set forth herein.

Section 604. Effective Date. This Twenty-First Supplemental Revenue Bond Resolution shall take effect immediately.

NEW YORK STATE THRUWAY AUTHORITY
GENERAL REVENUE BONDS, SERIES P

CONTINUING DISCLOSURE AGREEMENT

THIS AGREEMENT, dated _____, 202_ is made by and between the Issuer and the Trustee, each as defined below in Section 1.

In order to permit the Underwriters to comply with the provisions of Rule 15c2-12, as defined below in Section 1, in connection with the public offering of the Bonds, the parties hereto, in consideration of the mutual covenants herein contained and other good and lawful consideration, hereby agree, for the sole and exclusive benefit of the Holders and, for the purposes of Section 5, beneficial owners of Bonds, as follows:

Section 1. Definitions; Rules of Construction.

(i) Capitalized terms used but not defined herein shall have the respective meanings ascribed to them in the Authorizing Document.

"*Annual Information*" shall mean the information specified in Section 3.

"*Authorizing Document*" shall mean the Issuer's General Revenue Bond Resolution, as amended and supplemented through the date of this Agreement.

"*Bonds*" shall mean the Issuer's General Revenue Bonds, Series P that from time to time remain outstanding within the meaning of the Authorizing Document.

"*EMMA"* shall mean the Electronic Municipal Market Access system described in Securities Exchange Act Release No. 34-59062 (or any successor electronic information system) and maintained by the MSRB as the sole repository for the central filing of electronic disclosure pursuant to Rule 15c2-12.

"Financial Obligation" means "financial obligation" as such term is defined in Rule 15c2-12.

"*GAAP*" shall mean generally accepted accounting principles as prescribed from time to time for governmental units in the United States by the Governmental Accounting Standards Board.

"*GAAS*" shall mean generally accepted auditing standards as in effect from time to time in the United States.

"*Holder*" or "*Bondholder*" shall mean a registered owner of any Bond or Bonds.

"*Issuer*" shall mean the New York State Thruway Authority, a public benefit corporation of the State of New York and the issuer of the Bonds, and any successor thereto.

"*MSRB*" shall mean the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the Securities Exchange Act of 1934, or any successor thereto or to the functions of the MSRB contemplated by this Agreement.

"*Official Statement*" shall mean the final official statement of the Authority dated _____, 2023, relating to the Bonds.

"*Rule 15c2-12*" shall mean Rule 15c2-12 under the Securities Exchange Act of 1934, as amended through the date of this Agreement, including any official interpretations thereof promulgated on or prior to the effective date of this Agreement.

"SEC" means the United States Securities and Exchange Commission.

"*Trustee*" shall mean The Bank of New York Mellon.

"*Underwriters*" shall mean the underwriter or underwriters that have contracted to purchase the Bonds from the Issuer upon initial issuance.

(ii) Unless the context clearly indicates to the contrary, the following rules shall apply to the construction of this Agreement:

(a) Words importing the singular number shall include the plural number and vice versa.

(b) Any reference herein to a particular Section or subsection without further reference to a particular document or provision of law or regulation is a reference to a Section or subsection of this Agreement.

(c) The captions and headings herein are solely for convenience of reference and shall not constitute a part of this Agreement nor shall they affect its meaning, construction or effect.

(d) References to any law or regulation shall be construed as including all statutory and regulatory provisions amending, replacing, supplementing or interpreting such law or regulation, and any corresponding provisions of successor laws or regulations.

(e) "Herein", "hereof", "hereunder" and words of similar effect shall refer to the entirety of this Agreement.

(f) The language of all provisions of this Agreement shall be construed according to its fair meaning and not strictly against any party.

Section 2. Obligations to Provide Continuing Disclosure.

(i) Obligations of the Issuer. The Issuer hereby undertakes, for the benefit of Holders of the Bonds, to provide or cause to be provided the following:

(a) to the MSRB, no later than 120 days after the end of each fiscal year, commencing with the fiscal year ending December 31, 2023, the Issuer Annual Information (as more fully described in Section 3 below), relating to such fiscal year;

(b) if not submitted as part of the Issuer Annual Information, to the MSRB, not later than 120 days after the end of each fiscal year commencing with the fiscal year ending December 31, 2023, audited financial statements of the Issuer for such fiscal year when and if they become available and, if such audited financial statements are not available on the date which is 120 days after the end of a fiscal year, the unaudited financial statements of the Issuer for such fiscal year; and

(c) to the MSRB, in a timely manner, not in excess of ten (10) business days after the occurrence of such event, notice of any of the following sixteen events with respect to the Bonds:

(1) principal and interest payment delinquencies;

(2) non-payment related defaults, if material;

(3) unscheduled draws on debt service reserves reflecting financial difficulties;

(4) unscheduled draws on credit enhancements reflecting financial difficulties;

(5) substitution of credit or liquidity providers, or their failure to perform;

(6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices of determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds;

(7) modifications to rights of security holders, if material;

(8) bond calls, if material, and tender offers;

(9) defeasances;

(10) release, substitution, or sale of property securing repayment of the securities, if material;

(11) rating changes;

(12) bankruptcy, insolvency, receivership or similar event of the Issuer;

(13) the consummation of a merger, consolidation, or acquisition involving the Issuer or the sale of all or substantially all of the assets of the Issuer, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material;

(14) appointment of a successor or additional trustee or the change of name of a trustee, if material;

(15) incurrence of a Financial Obligation of the Issuer, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Issuer, any of which affect security holders, if material; and

(16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Issuer, any of which reflect financial difficulties.

(d) to the MSRB, in a timely manner, notice of a failure to provide any Issuer Annual Information required by Section 2(i)(a) or (b).

(e) The Issuer may from time to time designate an agent to act on its behalf in providing or filing notices, documents and information as required of the Issuer under this Agreement, and revoke or modify any such designation.

(ii) Obligations of the Trustee. The Trustee shall notify the Issuer upon the occurrence of any of the sixteen events listed in Section 2(i)(c) as soon as practicable upon becoming aware of the occurrence of any such event. The Trustee shall not be deemed to have become aware of the occurrence of any such event unless an officer in its corporate trust department has actual knowledge of the occurrence of any such event.

(iii) (a) Other Information. Nothing herein shall be deemed to prevent the Issuer from disseminating any other information in addition to that required hereby in the manner set forth herein or in any other manner. If the Issuer should disseminate any such additional information, the Issuer shall not have any obligation hereunder to update such information or to include it in any future materials disseminated hereunder.

(b) Disclaimer. Each of the Issuer and the Trustee shall be obligated to perform only those duties expressly provided for such entity in this Agreement, and neither of the foregoing shall be under any obligation to the Holders or other parties hereto to perform, or monitor the performance of, any duties of such other parties.

(iv) Additional Disclosure Obligations. The Issuer acknowledges and understands that other state and federal laws, including but not limited to the Securities Act of 1933 and Rule 10b-5 promulgated under the Securities Exchange Act of 1934, may apply to the Issuer and that, under some circumstances, compliance with this Agreement without additional disclosures or other action may not fully discharge all duties and obligations of the Issuer under such laws.

Section 3. Annual Information.

(i) Specified Information. The Annual Information shall consist of the following:

(a) financial information and operating data of the type included in the final Official Statement for the Bonds, under the headings ["RESULTS OF OPERATIONS – Financial Results of Operations", "MANAGEMENT'S DISCUSSION AND ANALYSIS OF RESULTS OF OPERATIONS – Traffic and Revenue"] and ["BUDGET AND CAPITAL PROGRAM; TRAFFIC ENGINEER'S REPORT – 2024 Budget", "-2024-2028 Capital Program", " -Funding of the 2024-2028 Capital Program"]; and ["-The New NY Bridge Project"] which shall include information relating to the following:

(1) current toll rates for all classes of vehicles;

(2) statements of Revenues, Operating Expenses and Net Revenues for the most recent fiscal year;

(3) statements of traffic and operating revenues for the most recent fiscal year;

(4) summary of the most recent inspection of any of the Facilities by the Issuer, its Independent Consultant or other professional engineer or engineers retained for the purpose of such inspection;

(5) status of the Issuer's capital planning process; and

(6) status of the Issuer's debt service coverage for the most recent fiscal year.

(b) such narrative explanation as may be necessary to avoid misunderstanding and to assist the reader in understanding the presentation of financial information and operating data and in judging the financial condition of the Issuer.

(ii) Transmission of Information and Notices.

(a) Unless otherwise required by the MSRB, all notices, documents and information provided to the MSRB shall be provided to the MSRB's EMMA system, the current Internet Web address of which is www.emma.msrb.org.

(b) Unless otherwise required by law, all notices, documents and information provided to the MSRB shall be provided in an electronic format as prescribed by the MSRB and shall be accompanied by identifying information as prescribed by the MSRB.

(iii) Cross Reference. All or any portion of the Annual Information may be incorporated in the Annual Information by specific cross reference to any other documents which are (i) available to the public on the MSRB Internet web site, or (ii) filed with the SEC. However, the provisions of this Section 3(iii) shall not apply to notice of the sixteen events listed in Section 2(i)(c).

(iv) Informational Categories. The requirements contained in this Agreement under Section 3(i) are intended to set forth a general description of the type of financial information and operating data to be provided; such descriptions are not intended to state more than general categories of financial information and operating data; and where the provisions of Section 3(i) call for information that no longer can be generated because the operations to which it related have been materially changed or discontinued, a statement to that effect shall be provided.

Section 4. Financial Statements.

The Issuer's annual financial statements for each fiscal year shall be prepared in accordance with GAAP (unless applicable accounting principles are otherwise disclosed) and audited by an independent accounting firm in accordance with GAAS (but only if audited financial statements are otherwise available for such fiscal year).

Section 5. Remedies.

If any party hereto should fail to comply with any provision of this Agreement, then each of the other parties and, as a direct or third-party beneficiary, as the case may be, any Holder of Bonds may enforce, for the equal benefit and protection of all Holders similarly situated, by mandamus or other suit or proceeding at law or in equity, this Agreement against such party and any of its officers, agents and employees, and may compel such party or any such officers, agents or employees to perform and carry out their duties under this Agreement; provided, however, that the sole and exclusive remedy for breach of this Agreement shall be an action to compel specific performance of the obligations of such party hereunder and no person or entity shall be entitled to recover monetary damages hereunder under any circumstances; and provided further, that the rights of any Holder to challenge the adequacy of the information provided in accordance with Section 2 hereunder are conditioned upon the provisions of the Authorizing Document with respect to the enforcement of remedies of Holders upon the occurrence of an Event of Default described in Section 1101(i) of the Authorizing Document as though such provisions applied hereunder. Each of the Issuer and the Trustee reserves the right, but shall not be obligated, to enforce the obligations of the others. Failure by any party to perform its obligations hereunder shall not constitute an Event of Default under the Authorizing Document or any other agreement executed and delivered in connection with the issuance of the Bonds. In consideration of the third-party beneficiary status of beneficial owners of Bonds pursuant to Section 6, beneficial owners shall be deemed to be Holders of Bonds for purposes of this Section 5.

Section 6. Parties in Interest.

This Agreement is executed and delivered solely for the benefit of the Holders of the Bonds and, for the purposes of Section 5, beneficial owners of Bonds. For the purposes of such Section 5, beneficial owners of Bonds shall be third-party beneficiaries of this Agreement. No person other than those described in Section 5 shall have any right to enforce the provisions hereof or any other rights hereunder.

Section 7. Amendments.

(i) Without the consent of any Holders (except to the extent required under clause (c)(II) of this sentence) or provider of any Credit Facility, the Issuer and the Trustee at any time and from time to time may enter into amendments or changes to this Agreement for any

purpose, if (a) the amendment is made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature or status of the Issuer or any type of business or affairs conducted by either; (b) the undertakings set forth herein, as amended, would have complied with the requirements of Rule 15c2-12 at the time of the primary offering of the Bonds, after taking into account any amendments to, or interpretation by the staff of the Securities and Exchange Commission of, Rule 15c2-12, as well as any change in circumstances; and (c) either (I) the amendment does not materially impair the interests of the Holders, as determined either by the Trustee or by nationally recognized bond counsel or (II) the Holders consent to the amendment to this Agreement pursuant to the same procedures as are required for amendments to the Authorizing Document with the consent of Holders pursuant to Section 1002 of the Authorizing Document. In determining whether there is such a material impairment, the Trustee may rely upon an opinion of nationally recognized bond counsel. The interests of Holders shall be deemed not to have been materially impaired by an amendment (1) to add a dissemination agent for the information to be provided hereunder and to make any necessary or desirable provisions with respect thereto, (2) to evidence the succession of another entity to the Issuer or the Trustee and the assumption by any such successor to the obligations of such party hereunder, or (3) to add to the obligations of the Issuer for the benefit of the Holders, or to surrender any right or power herein conferred upon the Issuer; provided, however that amendments of any other nature shall not be automatically deemed a material impairment.

(ii) Annual Information for any fiscal year containing any amended operating data or financial information for such fiscal year shall explain, in narrative form, the reasons for such amendment and the impact of the change on the type of operating data or financial information in the Annual Information being provided for such fiscal year. If a change in accounting principles is included in any such amendment, such Annual Information shall present a comparison between the financial statements or information prepared on the basis of the amended accounting principles and those prepared on the basis of the former accounting principles. Such comparison shall include a qualitative discussion of the differences in the accounting principles and the impact of the change in the accounting principles on the presentation of the financial information. To the extent reasonably feasible such comparison shall also be quantitative. A notice of any such change in accounting principles shall be sent to the MSRB.

Section 8. Termination.

This Agreement shall remain in full force and effect until such time as all principal, redemption premiums, if any, and interest on the Bonds (in each case in this paragraph 8, "Bonds" shall refer to each subseries of Bonds, respectively, if any) shall have been paid in full or the Bonds shall have otherwise been paid or defeased in accordance with the Authorizing Document (a "Legal Defeasance"); provided, however, that if Rule 15c2-12 (or any successor provision) shall be amended, modified or changed so that all or any part of the information currently required to be provided thereunder shall no longer be required to be provided thereunder, then such information shall no longer be required to be provided hereunder; and provided further, that if and to the extent Rule 15c2-12 (or successor provision), or any provision thereof, shall be declared by a court of competent and final jurisdiction to be, in whole or in part, invalid, unconstitutional, null and void, or otherwise inapplicable to the Bonds, then the information required to be provided hereunder, insofar as it was required to be provided by a provision of Rule 15c2-12 so declared, shall no longer be required to be provided hereunder. Upon any Legal Defeasance, the Issuer shall provide notice of such defeasance to the MSRB, and such notice shall state whether the Bonds have been

defeased to maturity or to redemption and the timing of such maturity or redemption. Upon any other termination pursuant to this Section 8, the Issuer shall provide notice of such termination to the MSRB.

Section 9. The Trustee.

(i) Except as specifically provided herein, this Agreement shall not create any obligation or duty on the part of the Trustee and the Trustee shall not be subject to any liability hereunder for acting or failing to act as the case may be.

(ii) The Trustee shall be indemnified and held harmless in connection with this Agreement, to the same extent provided in the Authorizing Document for matters arising thereunder.

Section 10. Governing Law.

This Agreement shall be governed by the laws of the State of New York determined without regard to principles of conflict of law.

Section 11. Counterparts.

This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all shall together constitute one and the same instrument.

IN WITNESS WHEREOF, the undersigned have duly authorized, executed and delivered this Agreement as of the date first above written.

THE BANK OF NEW YORK MELLON,
as Trustee for the benefit of Bondholders

By:_____
Authorized Officer

NEW YORK STATE THRUWAY AUTHORITY, Issuer of the Bonds

By:_____
Name: David Malone
Title: Chief Financial Officer
and Treasurer