

THE SENATE  
STATE OF NEW YORK



**TIMOTHY M. KENNEDY**  
**SENATOR, 58TH DISTRICT**

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July 17, 2012

Howard P. Milstein  
Chair, Thruway Board of Directors  
New York State Thruway Authority  
200 Southern Blvd.  
P.O. Box 189  
Albany, New York 12201-089

Dear Mr. Milstein:

I am writing today to express my strong opposition to the New York Thruway Authority's (NYSTA) proposed 45 percent toll increase on trucks. I am vehemently opposed to any increase on the tolls, especially given the number of delays, project downgrades and cancellations of NYSTA projects in Western New York.

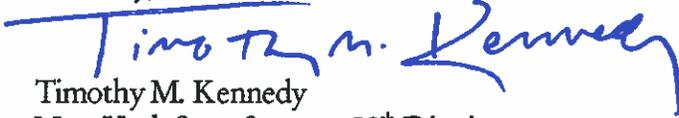
In the past, justification for a toll increase generally accompanied a new capital plan, or a plan to enhance travel safety, convenience and commerce. The current justification for this proposed increase is to assist in paying the NYSTA short-term debt and maintain current Thruway conditions. This justification is vague at best, and recent statements from the NYSTA suggest that the funds generated through this toll increase will be funneled downstate to the Tappan Zee Bridge project. Once again, this undertaking is representative of the regional inequity that has developed between the downstate and upstate regions when it comes to Thruway spending.

Numerous studies, including those endorsed by the Western New York Regional Economic Development Council and the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), indicate that Western New York is a prime location for a logistics and distribution center. Based on projected trade patterns and the region's assets and strategic advantages, this is anticipated to generate long-term sustainable economic growth and create good-paying jobs. A 45 percent increase on truck tolls threatens to stifle the development of this significant regional opportunity.

I understand the pressing need for transportation infrastructure investment. I have highlighted the critical need to repair Western New York's crumbling roads and bridges and pushed for increased investment by the NYSTA and the Department of Transportation. With regional equity concerns

still unaddressed, I urge the NYSTA to ensure that current Thruway toll revenues are used solely for infrastructure improvements that truly reflect the needs of the Western New York region.

Sincerely,

A handwritten signature in blue ink that reads "Timothy M. Kennedy". The signature is written in a cursive style with a horizontal line above the first few letters.

Timothy M. Kennedy  
New York State Senator, 58<sup>th</sup> District

cc: Thomas Madison, Executive Director - NYS Thruway Authority  
Thomas Pericak, Buffalo Division Director - NYS Thruway Authority