

NEW YORK STATE THRUWAY AUTHORITY

BOARD MEETING

=====

June 6, 2016

Tarrytown, NY

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APPEARANCES, Affiliation/Title

Joanne Mahoney (Chair)

Board Members:

Richard Simberg
Don Rice (phone)
Dr. Veras (video)

Staff:

Maria Lehman
Gordon Cuffy
Matt Howard
Karen Hunter
Mark Hixson
Eric Christensen
Cathy Sheridan
Richard Garrabrant
Jamey Barbas
Kevin Allen
Kathy LeFave

Guest:

Murray Bodin

Transcribed by: Geneva Worldwide Inc.

1 MS. JOANNE MAHONEY: Good morning, and welcome to the
2 June 2016 meeting of the Thruway Authority and Canal Board of
3 Directors. Welcome to the directors; Richard Simberg is here
4 with me in Tarrytown. Director Veras is in Troy, welcome.
5 Director Rice is in New York City at the MTA headquarters, and
6 Director Lou [phonetic] has been excused for this meeting. And
7 the first thing that we are going to do--

8 MR. DON RICE: I'm sorry. [unintelligible]
9 [00:00:33]

10 MS. MAHONEY: Don, you didn't need it.

11 MR. RICE: Oh, sorry.

12 MS. MAHONEY: No problem. Just wanted you to--

13 MR. RICE: Sorry.

14 MS. MAHONEY: --to submit--

15 MR. RICE: Thank you.

16 MS. MAHONEY: This morning, I would like to
17 acknowledge the family of our colleague, Virgil Conway. I know
18 they're not here in person, but we wanted to take the
19 opportunity to formally recognize the service of Director
20 Conway, and I've been given the distinct honor of presenting a
21 citation signed by Governor Cuomo, and do I have it here; you
22 were going to give it--

23 UNIDENTIFIABLE FEMALE: I have it for you.

24 MS. MAHONEY: Okay. Okay. Thank you very much. We
25 have a citation here signed by Governor Cuomo, and it is to

1 respect and acknowledge the dedication, leadership service and
2 commitment to building a better future for the residents of New
3 York State through his service here on the Thruway Authority,
4 among others. And as I said, I did not have the pleasure -- I
5 heard a lot about Director Conway, but I did not have the
6 pleasure of working with him personally, so if there are other
7 directors that want to take an opportunity, we will add it to
8 the record and make sure that this citation makes its way to
9 Director Conway's family. Okay, um, Jose, Don, we're going to
10 send that citation off Director Conway's family with the good
11 wishes and the gratitude of the whole Thruway and Canal
12 Corporation Board of Directors. And--

13 MR. RICE: Very good.

14 MS. MAHONEY: --and I'd like to welcome staff. Thank
15 you all, especially those that had to travel to make it here to
16 our meeting, and we're going to start with the Finance
17 Committee, and once again, the entire Board is going to
18 participate and vote as members of the Finance Committee, and I
19 will chair the meeting. And the first thing we have to do
20 **[Finance Item 1] [00:02:53]** is approve the minutes of the last
21 meeting, which I hope everyone has had the opportunity to
22 review. Do I have a motion to advance and discuss the meeting
23 minutes from the last meeting?

24 MR. RICHARD SIMBERG: So moved.

25 MS. MAHONEY: Thank you. A second? I'll second and--

1 -

2 DR. JOSE VERAS: Second.

3 MS. MAHONEY: Okay, Jose second. Any discussion?

4 All in favor, say aye.

5 ALL: Aye.

6 MS. MAHONEY: Any, any opposition? Hearing none, the

7 motion is approved, and we will move on [**Finance Item 2**]

8 [**00:03:24**] to Matt Howard for a review and approval of the

9 financial reports for March and April. Please welcome Matt.

10 MR. MATT HOWARD: In review, the results that we
11 received for April and March continue to, to be positive.
12 Through April, traffic was up by .6% above the prior year.
13 Growth in commercial traffic was 5.4% above the prior year,
14 and, and passenger traffic was 5.6 above the prior year. It's
15 important to note that that's year over year, so when you think
16 about what we experienced in 2015 versus 2016, it is largely
17 governed by weather, and we've seen in recent months the, the
18 year over year pattern, you know, has leveled out so that in
19 April, in, into May our preliminary results show a, a bit of a
20 leveling-off of growth on a year-to-year basis. On an overall
21 review, total revenue receipts were \$208.9 million, which did
22 represent over 5.6, or \$11,000,000 above the prior year. And
23 commercial total revenue growth was about 6%, with passenger
24 tolls growing by 5.4%. Again, that's the year over year
25 projection, or, the results. In total, we collected just over

1 \$19 million [unintelligible] [00:05:02] comprised of the 299
2 toll revenues, 3.4 in concession revenues, 4.2 in E-ZPass fees,
3 and \$2.5 million sundry revenue, special [unintelligible]
4 [00:05:15] events and interest investments. Through April, the
5 Thruway operating expenses totaled \$116 million, which is \$10.0
6 million, or 8.5%, below last year. Again, winter being a
7 primary factor of those results. For Canals, operating
8 expenses totaled \$16 million through April, which is \$500,000,
9 or 3%, below the prior year. Through the end of April, our
10 revenues were about 0.6% above what we had planned, and on the
11 expense side we were about 6% below the original 2016 budget
12 [unintelligible] [00:05:58]. I'd like to take this opportunity
13 to, to let you know that we've begun the process to look
14 forward to 2017. It's work that staff of the Thruway is going
15 to be engaged in in the coming months, you know, trying to
16 assess how the, the many positives that were incorporated in
17 the State budget will be factored into, into the Thruway
18 budget, as well as continue to look at our revenue projection
19 so that we can, you know, project forward what 2017 is going
20 look like [unintelligible] [00:06:34]. The, the plan at this
21 point is to, to do a lot of that work over the summer, you
22 know, so that when the fall comes we might be able to, you
23 know, present the budg- the budget to you and, you know, that,
24 in a nutshell, is the summary of where we stand through April,
25 and I'd be happy to answer any questions.

1 MR. SIMBERG: Just one point to, to remember is that
2 while our revenues are going up, later on the report we get the
3 cost of construction materials, of which most of these revenues
4 end up going to, and they're going up accordingly in some ways.
5 That, it's not a bonus that we're getting; it's just trying to
6 maintain some parity in the cost of construction and redoing a
7 new Thruway after 60 years.

8 MS. MAHONEY: Thank you. Any other questions for
9 Matt?

10 MR. RICE: [unintelligible] [00:07:31]

11 MS. MAHONEY: Alright. Can I have a motion to
12 approve the financial report?

13 MR. SIMBERG: So moved.

14 MS. MAHONEY: Thank you. Second? Second, Jose?

15 DR. VERAS: Second.

16 MS. MAHONEY: Thank you. All in favor?

17 ALL: Aye.

18 MS. MAHONEY: Hearing no opposition, the motion is
19 approved, and Matt [**Finance Item 3**] [00:07:54] will give us the
20 investment transactions for the first quarter, please.

21 MR. HOWARD: As you said, this item reflects
22 reporting on, on the investments that the Thruway made in the
23 first quarter of 2016. There's an attached exhibit which
24 provides the details for all the investments during that
25 period. This is submitted in accordance with our overall

1 investment policy that the, the Board approved at our March
2 meeting. Through March 31st, we made \$897 million in
3 investments comprised of \$436 million in Thruway Authority
4 [unintelligible] [00:08:33] Corporation funds, \$166 million in
5 trust fund non-program investments, and \$230 million in State
6 personal income tax revenue bond program, as well as in
7 addition to that, \$63 million in local highway and bridge
8 service contracts [unintelligible] [00:08:53]. The average
9 yield was 0.36% with a weighted average maturity of 32 days.
10 With that, I will be going to answer any questions.

11 MS. MAHONEY: Thank you [unintelligible] [00:09:07]
12 we do get this ahead of time and have the opportunity to review
13 it. Anybody have any questions for Matt on the investment
14 transactions? I can't read what that says. [unintelligible]
15 [00:09:17] Okay, no? Okay, hearing none, can I get a motion,
16 please, to approve that report?

17 MR. SIMBERG: So moved.

18 DR. VERAS: Second.

19 MS. MAHONEY: Second. All in favor?

20 ALL: Aye.

21 MS. MAHONEY: Hearing no opposition, the motion is
22 approved. And is Don, can we see Don, if he's waving his hand
23 or anything?

24 MR. RICE: Aye.

25 MS. MAHONEY: Hello. So you can hear us; if you want

1 to say something, you will, right?

2 MR. RICE: I will indeed.

3 MS. MAHONEY: Oh, thank you.

4 MR. RICE: Thank you.

5 MS. MAHONEY: Okay. Because we can see Jose, and if
6 you're waving your hands we can't see you. Okay, so moving on,
7 we have **[Finance Item 4] [00:10:04]** an agenda item to approve
8 the selection of a pool of firms for financial advisory
9 services and a pool of firms for co-financial advisory
10 services, and an authorization to execute a contract for those
11 services. Matt.

12 MR. HOWARD: This item would authorize the Authority
13 to enter into contracts for services that are really required
14 for the work that we do relative to any bond issuance or
15 analysis of the market at the time in which we will issue a
16 bond or a note. And the item calls for getting approval of
17 contracts for two firms to be financial advisor as well as two
18 firms that would be on contract for co-financial advising.
19 This was the result of a competitive process and was consistent
20 with the Authority's procurement policies and review process
21 that's described by it. It calls for the selection of two
22 firms, one being Hilltop Securities; the other is Public
23 Resource Advisory Group, as financial advisor, and the
24 selection of two firms, Bishop [phonetic] Financial Group
25 [unintelligible] [00:11:24] Associates is co-financial

1 advisors. This would, from all four of these services, to
2 [unintelligible] [00:11:34] the, the firms to be on contract
3 for a period of three years to extend through December 31st of
4 2019, with two optional renewals for an additional year
5 [unintelligible] [00:11:49].

6 MS. MAHONEY: Okay. Anybody have any questions for
7 Matt? Hearing--

8 MR. RICE: No.

9 MS. MAHONEY: --no- hearing none, can I have a motion
10 to authorize approval to authorize the execution of these four
11 contracts, please?

12 MR. SIMBERG: So moved.

13 DR. VERAS: Second.

14 MS. MAHONEY: All in favor?

15 ALL: Aye.

16 MS. MAHONEY: Hearing no opposition, the motion is
17 approved, and the next agenda item **[Financial Item 5]**
18 **[00:12:17]** is authorizing the interim executive director to
19 execute the option of a three-year extension to Agreement C-
20 100739 with Xerox for E-ZPass New York customer service
21 centers, and that is Mark Hixson. Hello, sir.

22 MR. MARK HIXSON: Yes. Good morning. Thank you,
23 Chair and Board members. This item seeks Board authorization
24 to amend the Authority's existing agreement with Xerox
25 Incorporated. This agreement provides E-ZPass and cashless

1 tolling services, including E-ZPass account management,
2 transaction and payment processing as well as billing and
3 customer services for the Thruway as well as MTA bridges and
4 tunnels and the Port Authority of New York and New Jersey.
5 This amendment seeks to increase the Authority's maximum amount
6 payable from \$202,500,000 to \$292,500,000. The increase in
7 funding is needed to support the new cashless tolling services
8 and a three-year renewal option that is being exercised.
9 Extending the agreement facilitates uninterrupted
10 operation while an RFP is being issued to replace this current
11 agreement. Staff from the Thruway and other toll agencies will
12 be negotiating with Xerox, and we are anticipating overall
13 savings as a result of exercising this extension. I'd be happy
14 to answer any questions you have.

15 MS. MAHONEY: Thank you. Any questions?

16 [unintelligible] [00:13:53] Jose, Don? Hearing--

17 MR. RICE: No questions.

18 MS. MAHONEY: --okay. I will move -- I know there's
19 a delay for these guys, so it's hard, but I will move approval
20 of that motion.

21 MR. SIMBERG: Second.

22 MS. MAHONEY: Okay. All in favor?

23 ALL: Aye.

24 MS. MAHONEY: Okay. The motion is approved, and we
25 now have **[Finance Item 6]** [00:14:20] a new salary schedule for

1 management confidential employees [unintelligible] [00:14:23].

2 UNIDENTIFIABLE FEMALE: As we -- thank you. As we
3 discussed earlier this year when we did, when there was a
4 budget bulletin earlier last year that we took on in January,
5 we said that we would follow with the budget bulletins that
6 came forward, moving forward. There was a bu- bulle- budget
7 bulletin released in April. This is the last of the parity
8 payments in the State system, and so we are recommending that
9 we follow the other State agencies and we [unintelligible]
10 [00:14:55] appropriating into these other [unintelligible]
11 [00:14:58] and we bring it to your approval and we can answer
12 questions. Any questions?

13 MS. MAHONEY: Okay. Can I have a motion to approve
14 the item, please?

15 DR. VERAS: So moved.

16 MS. MAHONEY: [unintelligible] [00:15:18]

17 MR. SIMBERG: Second.

18 MS. MAHONEY: Thank you. All in favor?

19 ALL: Aye.

20 MS. MAHONEY: Hearing no opposition, the motion is
21 approved. And next **[Finance Item 7]** [00:15:28] is Gordon Cuffy
22 for the item authorizing the intem- interim executive director
23 to execute an amendment to the agreement for outside
24 environmental cons- counsel for the New York bridge project.

25 MR. GORDON CUFFY: Thank you, Chair. This item seeks

1 to increase the [unintelligible] [00:15:46] for the alpha
2 [phonetic] accounts for the [unintelligible] [00:15:49] outside
3 environmental counsel for the, for the new New York bridge from
4 \$4,650,000 to \$4,950,000, an increase of \$300,000. Sy
5 [phonetic] Paget is the fir- is our outside counsel
6 [unintelligible] [00:16:06] bridge project. They were involved
7 in critical environmental issues with regards to the bridge in
8 addition to assisting with environmental compliance developed
9 in the mitigation projects, updates to the projects,
10 environmental permits. They've also been recently engaged in
11 reinishing- initiating the biological opinion with the national
12 [unintelligible] [00:16:29] Fishery Services. They were also
13 [unintelligible] [00:16:32] demolition, etc., with regard to
14 the bridge [unintelligible] [00:16:36] and in addition to all
15 of that, they are also currently engaged in looking at the
16 litigation that may be engaged at the bridge. Their contract
17 is, is [unintelligible] [00:16:50]. We need to continue to
18 retain the, these services, and I'm asking the Board to include
19 [unintelligible] [00:16:57] of the agreement for
20 [unintelligible] [00:16:59] thousand dollars more. We need an
21 outside [unintelligible] [00:17:01] any questions.

22 MS. MAHONEY: Anybody have any questions? I'll make
23 the motion to approve.

24 MR. SIMBERG: Second.

25 MS. MAHONEY: All in favor?

1 ALL: Aye.

2 MS. MAHONEY: The motion is approved. And I believe
3 we're going to go executive session for the final **[Finance Item**
4 **8] [00:17:21]** item of the finance committee agenda; is that
5 correct?

6 UNIDENTIFIABLE MALE: Yeah, yes. As Chair I am, I'm
7 also asking the court, the Board to approve -- you can tell I'm
8 a lawyer -- I'm also the Board, the Board to approve--

9 MS. MAHONEY: We got that.

10 UNIDENTIFIABLE MALE: --an item authorizing the
11 executive director to execute an amendment to the agreement
12 with Hoguet, Newman, Regal and Kenney LLP to increase their
13 maximum amount payable from fo-, four hundred, excuse me, fifty
14 thousand dollars to one, to \$1,050,000, an increase of
15 \$600,000. They have been involved in a confidential
16 investigative, investigatory matter, and I believe that we
17 have, I believe there are questions [unintelligible] [00:18:10]
18 questions I, I'd ask that we go into executive se- session.

19 MS. MAHONEY: Okay. It's -- did we lose Don and
20 Jose?

21 UNIDENTIFIABLE FEMALE: Not Don.

22 UNIDENTIFIABLE MALE: They're reconnecting it right
23 now. Don is going to have to dial back and [unintelligible]
24 [00:18:24].

25 MR. RICE: What does Don have to do?

1 [CROSSTALK]

2 MS. MAHONEY: Don, if you have questions about this
3 agenda item, No. 8, then we're going to take those questions in
4 executive session. Would you like us to do that?

5 MR. RICE: If I'm the only one that has questions, we
6 can move on.

7 MS. MAHONEY: Okay. Well, is Jose connected?

8 UNIDENTIFIABLE MALE: They're reconnecting him right
9 now. He's not there.

10 MS. MAHONEY: Okay. We're, we're waiting to get Jose
11 reconnected.

12 MR. RICE: Okay.

13 UNIDENTIFIABLE FEMALE: I am going to try and put you
14 on a conference call so you can at least send some verbal
15 communication here [unintelligible] [00:20:18]--

16 MS. MAHONEY: Are you talking to Jose?
17 [unintelligible] [00:20:20] questions.

18 UNIDENTIFIABLE FEMALE: Chairwoman is just asking if
19 you have any questions about the [unintelligible] [00:20:25].
20 He said that's fine, but, wait one second, sir. Okay, Dr.
21 Veras, I'll let you say that again.

22 DR. VERAS: [unintelligible] [00:20:40] that is fine.

23 ALL: Okay.

24 MS. MAHONEY: Okay, so instead, we will have the vote
25 here, and I'm going to make a motion to approve what you just

1 read unless, you seem like you really want to say something
2 else [unintelligible] [00:20:54]

3 UNIDENTIFIABLE FEMALE: I did want to say one other
4 thing. [unintelligible] [00:20:55] nature of this
5 [unintelligible] [00:20:57] individually [unintelligible]
6 [00:20:59]

7 MS. MAHONEY: We've had the opportunity to be briefed
8 on this.

9 [ELECTRONIC SOUNDS]

10 MS. MAHONEY: Lots of noises. I hope you can all
11 hear us, but I've made--

12 [unintelligible] [00:21:08]

13 MS. MAHONEY: --a motion--

14 UNIDENTIFIABLE FEMALE: Who's that?

15 MS. MAHONEY: --I've made a motion to approve agenda
16 item No. 8 authorizing the interim executive director to
17 execute an amendment to the [unintelligible] [00:21:18]--

18 DR. VERAS: I have no sound.

19 UNIDENTIFIABLE FEMALE: There it is.

20 UNIDENTIFIABLE MALE: Can you hear us now?

21 MS. MAHONEY: Now can you hear us, Jose?

22 DR. VERAS: Okay, perfect.

23 MR. RICE: I can hear you. There's a lot of noise,
24 but I can hear you.

25 ALL: Okay.

1 MS. MAHONEY: Let me know if it becomes a problem,
2 Don, but I've made a motion to approve agenda item No. 8. Can
3 I have a second?

4 MR. SIMBERG: Second.

5 MS. MAHONEY: All in favor?

6 ALL: Aye.

7 MS. MAHONEY: The motion is approved. Is there
8 **[Finance Item 9] [00:21:55]** any other business before the
9 finance committee? Alright, hearing none, **[Finance Item 10]**
10 **[00:22:01]** I make a motion to adjourn. I need a second.

11 DR. VERAS: Second.

12 MS. MAHONEY: Jose is second. All in favor?

13 ALL: Aye.

14 MS. MAHONEY: The finance committee meeting is
15 adjourned. Mission accomplished. We will now begin the
16 governance committee meeting, and once again the entire Board
17 will be participating in [unintelligible] [00:22:23] and I will
18 chair the meeting. The first thing **[Governance Item 1]**
19 **[00:22:25]** we have to do is approve the minutes of the last
20 meeting. Can I have a motion to approve the minutes?

21 MR. SIMBERG: So moved.

22 MS. MAHONEY: I will second it. All in favor?

23 ALL: Aye.

24 MS. MAHONEY: The motion is approved. And now
25 **[Governance Item 2] [00:22:40]** Maria is authorizing the

1 modification of the Thruway Authority's and Canal Corporation's
2 procurement contracts policy.

3 MS. MARIA LEHMAN: Actually, I'm going to pass that
4 over to Matt.

5 MS. MAHONEY: Okay. Matt is up.

6 MR. HOWARD: So this item -- thank you. This item
7 seeks the approval of the Board to revise the Authority and
8 Corporation's procurement policies. There are two revisions
9 that are recommended. The first would incorporate service to
10 disabled veterans, adding to the procurement of the, based on
11 recently-enacted State statutes [unintelligible] [00:23:15] a
12 year or so, a year and-a-half. In addition to that, the item
13 makes recommendations to increase the authority
14 [unintelligible] [00:23:28] executive director to authorize
15 contracts up to \$200,000 -- right now the threshold is \$150,000
16 -- as well as providing [unintelligible] [00:23:43] for
17 approval of increased expenditures on contracts similarly up to
18 2,000, bring it from \$150,000 [unintelligible] [00:23:52].
19 This threshold was last increased in 1999 from \$50,000 to
20 \$150,000. This increase provides for basically a new
21 [unintelligible] [00:24:12] contracts [unintelligible]
22 [00:24:14]. With that, I would be willing to answer any
23 questions.

24 MS. LEHMAN: The only [unintelligible] [00:24:21] I
25 have is, is more administerial. We are doing, we're starting a

1 lead process where we'll get our procurement policy and see
2 about how we move it forward and how we implement it, and we
3 expect to be bringing [unintelligible] [00:24:34] in the fall.
4 And some of the, you know, deeper ideas, but especially with
5 the service disabled, we're, we're awarding that, we don't have
6 that in our policy, so that's [unintelligible] [00:24:45].

7 MS. MAHONEY: Okay. Any questions on the new
8 procurement policy? Okay. Can I have a motion, please?

9 MR. SIMBERG: So moved.

10 MS. MAHONEY: A motion to approve, and I will second
11 that. All in favor?

12 ALL: Aye.

13 MS. MAHONEY: Okay, the motion is approved. And is
14 there **[Governance Item 3]** [00:25:08] any other business for the
15 governance committee meeting? Okay, hearing none **[Governance**
16 **Item 4]** [00:25:13] I will make the motion that we adjourn the
17 governance committee.

18 DR. VERAS: Second.

19 MS. MAHONEY: Thank you. All in favor?

20 ALL: Aye.

21 MS. MAHONEY: We are adjourned. And now, I would
22 like to call to order the Board meeting of the New York State
23 Thruway and the Canal Corporation. The meeting has been duly
24 noticed by the open meetings law. Can I have a motion to enter
25 the Board meeting, please?

1 MR. SIMBERG: So moved.

2 MS. MAHONEY: Second?

3 DR. VERAS: Second.

4 MS. MAHONEY: Thank you. All in favor?

5 ALL: Aye.

6 MS. MAHONEY: We are now in the full meeting of the
7 Board. Our first order **[Board Item A] [00:25:49]** of business
8 is the public comment period; speakers to address items on
9 today's agenda. Individuals who wish to address items on
10 today's agenda are able to do so from here or in Albany, and we
11 ask for a two-minute limit, and Kathy, I think I see a speaker;
12 am I right?

13 MS. KATHY LEFAVE: Yes, it's Mr. Bodin.

14 MS. MAHONEY: Yes. Welcome, sir. How are you?

15 MR. MURRAY BODIN: Good morning.

16 MS. MAHONEY: Long time no see. [unintelligible]

17 [00:26:16]

18 MR. BODIN: My name is Murray Bodin. I was born in
19 Yonkers, New York on June 11, 1933. The reason I tell you this
20 because that becomes tax [phonetic]. When somebody does a
21 significant search of the records, my name will come up and a
22 lot of other things will come up. I've worked with -- I -- my
23 wife is at a funeral right now for a, for a very close friend,
24 and so I may not be able to be here for the end of the meeting,
25 so I'm going to reverse my comments and use my last comments

1 and my agenda comments at the end of the meeting; you'll bear
2 with me, please. I've been working since 2000 on the road
3 lines and the signs. The Thruway is not following the manual
4 as currently written. This information is prior knowledge that
5 if anybody searches, they will find out that the Thruway has
6 been duly notified that they are not following the manual of
7 uniform traffic control devices. I've met with Stefan; we
8 done, discussed certain lines. I met with the traffic engineer
9 numerous times. I've met with this chi- chief engineer, I've
10 met with the previous two chief engineers. It's on the record,
11 and it's not being followed and you're creating an unsafe
12 condition, and when there's an accident, there are college
13 graduates in a law department now who can't get a job.
14 Somebody's going to figure out, because I'm doing this at every
15 meeting, and somebody's going to pick up and say hey, we can
16 sue them. And win. Because you've been duly notified. The,
17 it's 16 years you've notified, been notified of it, and nobody
18 has been able to fix it. I have an e-mail from Cathy. What
19 she wrote is what I consider an urban legend. There is not
20 accurate. The, the manual has to be used exactly as it is
21 written today. I can only advise the sections to look at. It
22 is, excuse me, your decision how to implement them. They are
23 not being implemented legally. Neither is New York State. I
24 now have a website, and the pictures that I've taken over the
25 years are going to be put up there.

1 MS. MAHONEY: Thank you. I'll make it part of the
2 record.

3 MR. BODIN: And it is with great reluctance that I've
4 had to put the Thruway in the position of knowing that you will
5 be sued and you will lose it, and there is no reason. You
6 should begin the process of doing it correctly, because one, it
7 makes the roads safer, and two, it's just plain cheaper. I've
8 been coming here for a long time; I've worked with a lot of
9 people. The only reason I can stand up here comfortably and
10 say this, because I probably have better security than anybody
11 in New York State except the governor. There are at least five
12 different jurisdictions watching me very carefully. I know it.
13 I could not stand here without knowing that my back is covered
14 by [unintelligible] [00:29:31] and I thank you all.

15 MS. MAHONEY: Thank you for coming [unintelligible]
16 [00:29:36] happy birthday.

17 MR. BODIN: Thank you.

18 MS. MAHONEY: Any other speakers, Kathy?

19 MS. LEFAVE: No.

20 MS. MAHONEY: Okay. That concludes the public
21 comment period on today's agenda. The next order of business
22 **[Board Item B] [00:29:50]** is the approval of the consent
23 agenda. Can I have a motion to approve consent items number 1
24 through 9?

25 MR. SIMBERG: I'll move [unintelligible] [00:30:06]

1 MS. MAHONEY: Richard has moved. Can I have a
2 second? Jose has--

3 DR. VERAS: [unintelligible] [00:30:08]

4 MS. MAHONEY: --seconded. All in favor?

5 ALL: Aye.

6 MS. MAHONEY: Hearing no opposition, the nine items
7 are approved.

8 MR. SIMBERG: Before we go any further, we haven't,
9 how big a lag problem are we having with the [unintelligible]
10 [00:30:23] camera people?

11 MS. MAHONEY: It seems like a few seconds.

12 UNIDENTIFIABLE FEMALE: [unintelligible] [00:30:28]
13 like 20 seconds or so.

14 MS. MAHONEY: Oh, my, 20?

15 UNIDENTIFIABLE FEMALE: It's up to, anywhere between
16 10 to 20, a delay.

17 [CROSSTALK]

18 UNIDENTIFIABLE MALE: There should be no delay at
19 all.

20 [CROSSTALK]

21 MR. SIMBERG: Jose, can you hear me?

22 DR. VERAS: Yes.

23 MR. SIMBERG: Okay.

24 [CROSSTALK]

25 MS. MAHONEY: Okay. The first order of business

1 **[Report Item 10] [00:30:50]** is a staff report from Eric
2 Christensen, providing us an update on the all-electronic toll
3 collection.

4 MR. ERIC CHRISTENSEN: Thank you.

5 MS. MAHONEY: You're welcome.

6 MR. CHRISTENSEN: Thank you, Chair Mahoney and fellow
7 Board members. [unintelligible] [00:31:02] provide you a brief
8 update on our all-electronic tolling project. We've been
9 operational, operating all-electronic tolling since April 25th
10 with no issues, I'm pleased to report. We've been very
11 successful in reviewing images, identifying license plates. We
12 have set and requested the appropriate DMVs and have started
13 sending out notices. However, the bulk of the notices haven't
14 been sent out yet. We have received some payments to date,
15 and, and as I said before, so far no, no issues. The Tarrytown
16 toll plaza has [unintelligible] [00:31:38] through today. The
17 toll plaza has been removed. Traffic has been shifted to the
18 four, four lanes on the right formerly where the toll lanes one
19 through four are currently, we're, we're currently there. This
20 traffic pattern's going to last through the, through the fall,
21 and at that point there'll be a, a secondary traffic shift at
22 that point. Everything's working, working quite well so far,
23 but we have not received any critical, critical decisions on
24 our, our, our revenue loss because we have not sent the, the
25 bulk of the bills out. But things are going fine so far, and

1 with that [unintelligible] [00:32:18] more than happy to a-
2 answer any questions or provide you [unintelligible] [00:32:21]
3 update.

4 MR. SIMBERG: Let me, it's been a while. Since we
5 opened it, about how many transactions, you know, just to give
6 a ball park figure, have we had on the all-electronic toll
7 [unintelligible] [00:32:36] bridge?

8 MR. CHRISTENSEN: Well, our E-ZPass marker of
9 penetration is about 75%, give or take the days of the week. I
10 don't have the exact number off the top of my head here, but
11 it's, it's basically the same amount of cash traffic that we
12 were processing before the tolls by mail program, so it's,
13 it's, you know, working well at this point. I can pull up the
14 number in a--

15 MR. SIMBERG: That's alright.

16 MR. CHRISTENSEN: --half a second here. The -- so
17 the month of May we have processed 467,000 transactions.

18 MR. SIMBERG: Mm-hmm.

19 MR. CHRISTENSEN: That includes E-ZPass and, and
20 tolls by mail.

21 MR. SIMBERG: And by the next report, you'll be able
22 to tell us, at least initially, how we're doing compared to
23 what, where we were before.

24 MR. CHRISTENSEN: Yes. We'll be, provide
25 [unintelligible] [00:33:35] preliminary information. I- it

1 takes--

2 MR. SIMBERG: [unintelligible] [00:33:39]

3 MR. CHRISTENSEN: --up until six months to fully vet
4 out the entire billing system into includes collections and our
5 registration suspension, so th- that'll give us, what, the
6 next, or September Board meeting we'll have definitely some
7 preliminary information on our collection rate.

8 MR. SIMBERG: Can I, can I, can I infer that that
9 means there's nothing traumatic that's, that the staff and
10 [unintelligible] [00:34:01] and we would expect as good or as
11 better collection as we head into the fall.

12 MR. CHRISTENSEN: Correct. There's, there's nothing-
13 -

14 MR. SIMBERG: That's my optimistic [unintelligible]
15 [00:34:12].

16 MR. CHRISTENSEN: Yeah. There's, there's nothing so
17 far that's happened that we had not anticipated.

18 MR. SIMBERG: Okay.

19 MR. CHRISTENSEN: It's either been better or, or, or
20 equal to what we had originally projected. So far. But,
21 again, we're, you know, it's really at the, at the infancy
22 level at this point in doing the image review, going to DMV,
23 getting records, and then sending out notices. The key thing
24 is, is, is making sure the customers pay their bills.

25 MR. SIMBERG: Mm-hmm.

1 UNIDENTIFIABLE FEMALE: [unintelligible] [00:34:36]
2 the registration suspension has programs that started. You
3 want to give a real quick--

4 MR. CHRISTENSEN: Sure. The registration suspension
5 has started for other than Tappan Zee Bridge. The rest of the
6 roadway. We've been, been very successful and we've been able
7 to settle with several customers who owe us significant
8 dollars, and some are getting settlement plans and some are
9 paying this directly, and so far it's been very successful and
10 we're looking forward to, to the future with that new program.

11 MS. MAHONEY: Any other questions for Eric?

12 MR. RICE: No.

13 MS. MAHONEY: Congratulations. Really, it's
14 remarkable that it's been as smooth as it is. To you and your
15 whole team.

16 MR. CHRISTENSEN: Thank you.

17 MS. MAHONEY: The next report **[Report Item 11]**
18 **[00:35:23]** is from Cathy on asset management. [unintelligible]
19 [00:35:25]

20 MS. CATHY SHERIDAN: Thank you, Chair. I just want
21 to make sure that Dr. Veras and [unintelligible] [00:35:29] can
22 see the presentation.

23 DR. VERAS: Yes, I think, yes. It looks fine.

24 MS. SHERIDAN: Okay. So the last briefing for the
25 Board on asset management was in 2013, and we want to give you

1 an update on what we've accomplished and where we're headed.
2 I've got a lot of ground to cover, so if, if possible, could we
3 hold questions to the end and if we're really pressed for time
4 we can take questions individually after the meeting. So I'll
5 start with just a bit of background. Why asset management?
6 Past audits and external reviews have been critical that our
7 decision, decision-making processes for capital programming
8 were not repeatable or transparent. Asset management uses data
9 and analysis to assist in making informed and defensible
10 decisions. It also uses data to objectively analyze risk
11 instead of subjective judgment, which may vary from person to
12 person. I also want to discuss what asset management is not.
13 It's not software or a black box; it still requires human
14 interaction and engineering judgment. It's a well thought out,
15 validated methodology which produces consistent results. And
16 it's also not a project; it's a process which is always being
17 refined with new information. So how long has this taken us?
18 At the direction of the Board, we began serious asset
19 management efforts in 2011. In four years, we've developed
20 methodology and validated results for pavements, and are now
21 able to produce highway investment scenarios. The bridge
22 program is lagging a bit behind, but we expect to be able to
23 produce bridge investment scenarios in 2017, and then cross-
24 asset allocation in 2018. So we'll start with pavements. The
25 Thruway has just under 2,600 laid miles of pavement. In order

1 to replace the remaining original roadway, we'd need an
2 investment of about \$8 billion. Recognizing this level of an
3 investment is not realistic, we need affordable solutions which
4 maintain good ride quality and keep the roadway safe. So what
5 have we accomplished? We've developed an inspection method and
6 pavement distress index to evaluate the surface condition of
7 the pavement. We subjected our methodology and analysis to a
8 peer review to validate our assumptions and provide feedback
9 for improvement. The results of this peer review are, Applied
10 Research Associates determined our data is extensive, our
11 procedures for collection and evaluation are logical and based
12 on sound pavement management practices, the inventory and
13 treatment history is comprehensive and readily retrievable, and
14 our procedures are objective, inexpensive, repeatable, and
15 capture the data critical for pavement management. A
16 recommendation was the use of alternate solutions, as our
17 traditional methods were experiencing decreased service life
18 and will be not sustainable, which is also consistent with our
19 own analysis. We've identified alternate pavement treatments
20 to extend the service live of good pavement and more robust
21 treatments to address bad pavement. So I want to discuss how
22 we are now using asset management to make more informed
23 decisions. This chart represents a typical highway segment
24 showing the treatments we've traditionally used. Each spike of
25 the curve represents the result of a capital project, and each

1 fall from the peak is the deterioration over time. For a 10-
2 mile segment, each traditional mill and inlay project for a
3 two-lane section costs approximately \$9.2 million. So over a
4 50-year period, we're spending over \$100 million, and seeing
5 diminishing returns. You can see that with subsequent
6 treatments, the curve is not returning to the excellent range
7 anymore. So this chart represents a bad pavement segment. The
8 left portion of the graph is an example of repeated mill and
9 inlay treatments with declining results. The more robust
10 treatment on the right portion of the chart is a mill to
11 concrete with inlay, one of our alternate solutions, which is
12 more expensive per treatment but increases service life. The
13 total 50-year cost for this scenario would be \$83 million.
14 Now, here's another alternate solution; a thin overlay
15 treatment to increase the service life of good pavement at a
16 minimal cost in between more robust treatments. The total 50-
17 year cost for this scenario would be \$32 million. So these
18 alternate treatments will extend our funding, allowing us to
19 address more locations. For a system-wide view, this chart
20 compares the distress index of each planning segment, to assist
21 in prioritizing which locations need to be planned soon or
22 which can wait. So the lower the line on the chart indicates
23 less, less good pavement. Finally, this is an average PDI
24 scenario graph. It shows our current capital program with 2021
25 added, which will be brought to the Board later this year for

1 approval. We've attempted to flatten the curve in the good
2 range, indicating we're not spending too much or too little and
3 also spending at the right time. This is just one scenario,
4 but we can produce others. So where we, where we are now is,
5 we need to evaluate these alternate treatments over the next
6 few years to make sure our service life assumptions are valid.
7 Next steps for pavements include further investigation of
8 automated data collection for our annual survey. We don't want
9 to lose our simple, repeatable, inexpensive method just for the
10 sake of automation, and we're going to test the effectiveness
11 of laser crack scanning later this year. Moving on to bridges.
12 We are responsible for 809 bridges. A \$7 billion investment is
13 needed in order to replace the 600 65-year-old bridges we have.
14 Again, that's an unrealistic ask, so we need to find affordable
15 solutions which keep our bridges safe. What have we
16 accomplished with bridges? We've completed a comprehensive
17 bridge history for all 809 bridges, which includes all previous
18 contract and maintenance work as well as inspection and flag
19 history. Bridge management is also verified and update vol-
20 updated vulnerability information and, finally, we used ro-
21 ground-penetrating radar to assess the condition of bridge
22 stets [phonetic]. Here are some examples of those
23 accomplishes. This chart represents the condition of one
24 bridge. The different curves represent three different ways of
25 looking at condition. The blue line is the bridge condition

1 ration, or BCR, which comes from the federally-mandated
2 biannual inspection. The green line represents an internal
3 method we've developed to look at the most important components
4 of a bridge, which we call DPS. DPS stands for deck, or the
5 riding surface, primary members, which are either steel or
6 concrete girders which support the deck, and substructure,
7 which are the abutments and piers which support the girders.
8 And lastly, the red line is percent poor, which is the
9 percentage of poorly-rated elements of a bridge, again from the
10 biannual inspection. By having three different measures and
11 using them together, we can compare one bridge to another to
12 establish priorities. We have a similar chart for all 809
13 bridges. We can also look at bridges system-wide. This chart
14 shows Albany division bridges plotted by BCR. The main line
15 bridges are the black line, and the overhead bridges are blue
16 line. This is a scenario chart showing our average bridge
17 conditions remaining above five in the good range through our
18 current capital program. We'll be adding an additional year
19 from the upcoming capital program soon. So I mentioned bridge
20 vulnerabilities. There are five vulnerabilities classified by
21 New York State DOT. The Authority has a bridge safety
22 assurance engineer who manages these vulnerabilities, and just
23 because a bridge has a vulnerability does not mean it is
24 unsafe. For some vulnerabilities, the solution is to regularly
25 inspect and monitor; for others such as hydraulic, mitigation

1 measures may be appropriate. As bridges are rehabilitated or
2 replaced, the elimination of vulnerabilities is pursued. Risk
3 is the key factor in managing vulnerabilities. So I also
4 talked about GPR. GPR is a technology which has been around
5 for a while, but in the past we've had mixed results with its
6 use. The technology has now advanced to a point we have found
7 it to be reliable and useful for our decision-making. Here you
8 can see a GPR output in a red/yellow/green format, red being
9 the worst. In the area where the GPR indicated a poor
10 condition, we also cored the deck and validated the results.
11 In the quota [phonetic], you can see the asphalt overlay
12 portion of the core is intact, but the concrete portion has
13 essentially become gravel. As GPR is a non-destructive
14 testing, I think it's obviously more desirable than taking
15 multiple cores on the deck. It's also comprehensive, whereas
16 core is just indication of that specific location. We've
17 proven this technology at multiple bridges with decks we
18 suspected were poor, and those we were confident were good.
19 Our efforts on the bridge program are lagging behind the
20 pavement program. We'd hoped we would be further along at this
21 point, but the largest impediment to our progress is the
22 transition to the former New York State, I'm sorry, from the
23 former New York State DOT method of bridge inspection to the
24 [unintelligible] [00:43:59] element inspection method, which is
25 now federally-mandated. This transition, for both the

1 Authority and DOT, has been a challenge. Until a reliable
2 crosswalk is developed to compare the two different rating
3 systems, our old data becomes no use for [unintelligible]
4 [00:44:11] analysis. In the long term, we'll be in a better
5 place, as the ASHTA [phonetic] system is better geared towards
6 asset management. We're working closely with DOT to minimize
7 the impacts of this transition period, and now that our bridge
8 history is complete we are developing a service life driven a
9 20-year plan for each bridge, which will allow us to stack the
10 data to see what needs exist for all bridges and discrete
11 windows of time. We're also testing new technologies to assist
12 in inspection and analysis. Next steps for bridges are
13 continuing to work with DOT to develop that crosswalk between
14 the ratings. We'll then formalize our methodology for state-
15 wide comparison, similar to how we've developed our pavement
16 program. And finally, we'll have a peer re-, [unintelligible]
17 [00:44:50] I know I'm moving fast, but I got a few more slides.
18 Moving on to Canal assets. The Canal system has over 2,000
19 structures, ranging from locks and dams to culverts and dive
20 walls [phonetic]. The engineers who designed this system
21 obviously built it to last, and the robust maintenance program
22 by Canal Corporation staff keeps the system operational. Over
23 the past few years, in between significant flooding events, the
24 Canal Corporation developed the Canal [unintelligible]
25 [00:45:16] management system, which is a comprehensive database

1 housing all information regarding Canal assets. The flood
2 warning and optimization system is now in the validation phase.
3 Revised inspection frequencies have been established based on
4 risk and industry standards and, lastly, an agreement with
5 executed with New York State DOT for lift bridges over the
6 Canal system. Our current efforts for Canals had two areas of
7 focus based on risk. First, we were concentrating on dam
8 safety. We are working with New York State DEC to
9 appropriately classify Canal Corporation dams. The second area
10 of focus has been fixed bridges. When the Canal system was
11 transferred to DOT in 1992, the inventory of bridges was never
12 confirmed. So just last month, 46 bridges were removed from
13 the Canal Corporation inventory. Next steps for Canal asset
14 management include validation of inspection data in order to
15 develop deterioration rates and methodol- [unintelligible]
16 [00:46:08] methodology for investment priority. This will
17 likely not be completed before they transfer to
18 [unintelligible] [00:46:13] so we will ensure there's a
19 knowledge transfer to continue these efforts. So we've
20 discussed each asset class, but what about programmatic next
21 steps? In discussions with Maria and the capital program
22 executive committee, we set a goal to produce 15-year
23 scenarios. These scenarios could be based on goals for level
24 of service, capital investment, condition, or financially
25 constrained. The ultimate question we were trying to answer

1 is, what is the balance of spending needed to keep all of the
2 assets in optimized condition to keep the public safe. We'll
3 need to answer questions regarding mobility in our high-
4 capacity quarters, and what solutions need to be developed to
5 keep traffic flowing. Those solutions could include addition
6 of lanes, expansion of AATC, and other mobility solutions such
7 as grant metering or transit. We'll also need to answer how
8 does [unintelligible] [00:47:00] truck loading reduce the life
9 of our infrastructure. In working with DOT, we'll be expanding
10 the use of weigh-in motion to gather more reliable data for
11 further analysis. So we've come a long way in five years. We
12 still have some work to do. I believe we've developed
13 confidence across the organization that these methods will
14 assist and demystify our decision-making. I'd like to thank
15 Richard Garrabrant and his staff for their efforts in building
16 a program from the ground up. The final message I'd like to
17 leave with you today is we are actively managing our assets and
18 working hard to develop affordable solutions to keep the
19 Thruway and Canal systems reliable and safe. And with that,
20 I'll take questions.

21 MS. MAHONEY: Thank you. That was a, a--

22 [CROSSTALK]

23 MS. MAHONEY: That was a lot information, thank you.
24 I see Jose has a question also.

25 DR. VERAS: No, I, I just, I just want to commend

1 Cathy, you and your team, for [unintelligible] [00:47:48] for
2 basically moving ahead with this. [unintelligible] [00:47:53]
3 we have to make sure the Board is very happy because the
4 progress made. And I have a question. How, how could the
5 Board help you as far as to keep moving this forward?

6 MS. SHERIDAN: I think I'd actually like to throw
7 that to Richard.

8 MR. RICHARD GARRABRANT: I, I didn't hear the--

9 MS. SHERIDAN: How, how could the Board help us in
10 our asset management efforts?

11 MR. GARRABRANT: To support for staffing. It's all
12 the researching to work on the projects and continue what we're
13 doing. It's consultant staffing and in-house staffing.
14 Filling positions.

15 MS. SHERIDAN: [unintelligible] [00:48:25] and we've
16 got approval to fill quite a few positions in engineering right
17 now, so we're, we're actively recruiting, which will help to
18 [unintelligible] [00:48:33]

19 DR. VERAS: [unintelligible] [00:48:33] I would like
20 to ask the Board to consider basically all [unintelligible]
21 [00:48:39] the staff in order to be [unintelligible] [00:48:41]
22 this operation. [unintelligible] [00:48:43] we are a high, we,
23 we are a type of [unintelligible] [00:48:46] operator, and
24 basically protecting our assets. I mean, they have to be of
25 the utmost importance. I mean, [unintelligible] [00:48:54]

1 essential for the future of the, of the whole Authority.

2 MS. SHERIDAN: I think the critical next step is, is
3 definitely the crosswalk between the rating systems. If we
4 can't use our old data, we can't determine deterioration rates
5 of bridges. So that's, that's going to be a challenge over the
6 next few months.

7 MS. MAHONEY: Richard?

8 MR. SIMBERG: I'd like to second what Jose just said,
9 and ask a couple of things. One is, how close is this system
10 going to be tied in to our new budget this year?

11 MS. SHERIDAN: We're already using it.

12 MR. SIMBERG: OK. I'm go-, I'm most concerned about
13 the bridge problem, because in, in -- this is in a
14 [unintelligible] [00:49:42] and fluctuating system we have that
15 was built in the 50s of the last century, and, and it, and it's
16 had its problems in the far past and I want to make sure we
17 don't have those problems in the future. The que- question is
18 what can be done to get the bridges up to speed? Pavements we
19 can recognize what's going on, okay? Well, it becomes self-
20 evidence to everybody. [unintelligible] [00:50:13] the public.
21 Bridges are a difficult matter, as this organization should
22 know, better than most. And, a- a- and so if there's anything
23 that can accelerate getting the most data, the best data, the
24 trends on bridges, it's w-, to me it's worth the money, and I
25 would like, and, and, and hopefully that, whatever we have to

1 approve to, to move it better. I mean, I don't think you'll
2 have a problem with, with Board, alright, but, and, but we have
3 to get it to the Board to have the Board's support, and
4 anything you can do to accelerate that would be most
5 appreciated.

6 MS. SHERIDAN: We are moving forward with, with
7 consultant services to help us with that transition.

8 MR. SIMBERG: Mm-hmm. Good.

9 MS. SHERIDAN: Again, working with DOT, I think
10 they're, they're as challenged as we are.

11 MR. SIMBERG: Yeah.

12 MS. SHERIDAN: As far as that crosswalk.

13 MR. SIMBERG: Mm-hmm. Well, we just got to keep
14 pushing and--

15 MS. SHERIDAN: [unintelligible] [00:51:12] we are.

16 MR. SIMBERG: --and, and the first thing the
17 [unintelligible] [00:51:14] will be you'll probably get back in
18 [unintelligible] [00:51:16] board, apparently. So if there's
19 any way within the group and the staff that we can accelerate
20 that, I think it's worth the priority.

21 MS. MAHONEY: So it sounds like Richard would like
22 you to bring something before the Board that helps us support
23 your, a-, you know, what, what you said, I think you're further
24 behind on the bridges--

25 MS. SHERIDAN: We are.

1 MR. SIMBERG: Yeah.

2 MS. MAHONEY: --than you are on the decking. What
3 you think it's going to take to get you to where you have the
4 resources to get that [unintelligible] [00:51:47]

5 MS. SHERIDAN: Actually, we already have consultant
6 resources budgeted and approved, so [unintelligible] [00:51:51]
7 get the sulta- consultant on board.

8 MS. MAHONEY: Do you know the timing?

9 MS. SHERIDAN: Probably within the next couple of
10 months, I would think.

11 MR. GARRABRANT: Yes. There's--

12 UNIDENTIFIABLE SPEAKER: [unintelligible] [00:51:59]

13 MS. SHERIDAN: No. We, we're doing it though
14 [unintelligible] [00:52:03] agreements.

15 MR. SIMBERG: That's, that's the fastest way.

16 UNIDENTIFIABLE FEMALE: Okay.

17 MS. MAHONEY: Okay.

18 MS. SHERIDAN: [unintelligible] [00:52:08] agreements
19 give us enough flexibility to--

20 MR. SIMBERG: Yeah.

21 MS. SHERIDAN: --to [unintelligible] [00:52:11]
22 specialized services.

23 UNIDENTIFIABLE FEMALE: So it should be a frequent
24 [phonetic] process, then.

25 MS. SHERIDAN: We hope so.

1 MR. SIMBERG: Okay, so, and, and hopefully you'll be
2 right up the, able to get there and if we need to amend the
3 budget for the next year after we pass it, we, it's, it's one
4 of the things that you [unintelligible] [00:52:28] and so the
5 sooner we get that and get it into this budget the better it
6 will be. Thank you. I know it's, I know it's been hard work
7 and I know you've personally done a lot of good stuff, things
8 to make it move, but, and I just, but I, i- it's such an
9 important subject.

10 MS. SHERIDAN: You're right.

11 MS. MAHONEY: Richard, why don't we ask for an agenda
12 item on our next meeting to get an update on where we are with
13 bringing the consultant on board?

14 MR. SIMBERG: I second the Chair.

15 MS. SHERIDAN: Okay.

16 [CROSSTALK]

17 MS. SHERIDAN: A very short update.

18 MS. MAHONEY: Just on--

19 [CROSSTALK]

20 MS. MAHONEY: Just on that piece. Okay. Any other
21 questions for Cathy on the asset management? Okay, hearing
22 none, we will move on. **[Report Item 12] [00:53:13]** I think we
23 have a project update for the new New York Bridge from Jamey
24 Barbas.

25 MS. JAMEY BARBAS: Well, welcome to the new New York

1 Bridge project site. So excited that you've come down here to
2 visit, and welcome the Board members and guests. So I'm going
3 to do a very brief project update. Basically, to recap,
4 there's some major design elements of the new New York Bridge.
5 Also, do you know that we are having two bridges? And their
6 expected design life is 100 years without any major capital
7 investment, so speaking to capital investments, of course, we
8 will replace and maintain certain elements, but 100 year
9 service life is the goal. We have over three miles of new
10 structure, reconfigured landings, and, of course, to
11 accommodate the all-electronic toll collection that Eric spoke
12 about very successfully crossing over in end of April. Forty-
13 five spans with the required navigational channel distance
14 obviously has been attained, with the new towers that you can
15 see outside our window here, maintaining our, our required
16 clearances. The bridge will be a cable-stay bridge. The
17 vertical towers supported with cable-stay system. A- and most
18 people do know that and, but they do not know that perhaps in
19 July we'll see our first cable-stays go in. So that's the
20 plan. The new towers are angled. It's, it's an aesthetic
21 feature, but it also, the new towers do have strength to
22 accommodate any future transit loadings. I mean, the
23 foundations are strength, are strong enough to do so. So
24 that's a bit forward looking. And our approach spans, again,
25 are steel and concrete composite structures, 350 feet between

1 piers, so we have less substructure than the existing bridge to
2 maintain, speaking about our asset management inventory. We
3 have less structure to have to worry about. Other important
4 design features. We will have eight general-purpose lanes, one
5 bridge having four lanes in one direction, the other bridge
6 having four lanes in the other direction. We would have all
7 the required emergency access lanes, the wide shoulders, much
8 more safe, and definitely code-compliant design features. We
9 will have a shared-use path that the communities are very
10 excited about. Every open house, I hear so many happy
11 residents saying that they cannot wait to have the bicycle path
12 and the pedestrian and the scenic overlooks, and of course,
13 just to reiterate, this new modern bridge will conform to all
14 current seismic standards, safety, geometric requirements. I
15 just want to touch a little bit about protecting our
16 investment. That seems to be the theme today, so here's a
17 couple of slides. We will not take our eyes off of important
18 quality and risk management. Started the project with the
19 quality and risk management; will continue even after the end
20 of construction with quality and risk management. And even
21 though we're like about halfway through construction, we're
22 thinking now about operations, maintenance and inspection.
23 Even though it's a couple years out, we're talking, making sure
24 our systems are the right systems for the end users. Our
25 operators and, and maintenance people. And I did want to talk

1 a little bit -- some people may not be aware that we have a
2 state-of-the-art structural health monitoring system on our
3 bridge to be installed. It, probably the largest in the United
4 States. So what is structural health monitoring system? It
5 means that we have strain gauges, we have tiltometers
6 [phonetic], we have anemometers, we know how the bridge is
7 moving, we know what the wind forces are, what speeds are, so
8 all this information, strain gauges to show stress and strain
9 on the existing bridge, but also gauges on our cables,
10 representative cables, to know that our cables are tensioned to
11 where they're supposed to be. And why is that important?
12 Well, it kind of gives us our baseline, so almost like when you
13 go to your doctor and you get your first cardiological
14 [phonetic] report and you have a baseline to see you're doing
15 in the future. And we will have our baseline response of the
16 structure. Every structure is unique in their response, so
17 it's like a signature. We'll have that the day the bridge
18 opens, and from that, from our gauges and sensors, we will be
19 able to understand the performance of very important
20 components. For example, our bearings. We have very fancy
21 bearings here. It's part of the philosophy of the bridge that
22 these friction pendulum bearings, isolation bearings, allow the
23 structure to move in service loads and in extreme loadings like
24 an earthquake. One of these bearings gets frozen up, we'll
25 know immediately. It will not be like the bridges that we have

1 in our, in our state, our long-span bridges, where before we
2 can reconstruction on massive capital improvement, some of the
3 bearings froze and tore out, tore the components that the
4 bearing was supposed to alleviate, and actually made damage on
5 the girders and, and the pier columns. So, in our system, as
6 soon as a bearing may not be functioning as expected because we
7 have its signature, we know what it's supposed to do, then we,
8 we will get an alert, we'll know, and the right people will
9 know, and so that's an example of how we are protecting our
10 investment. Similar for our expansion joints, which have to
11 function in the same way. So basically just to conclude,
12 again, echoing asset management, Cathy, you're looking at it
13 holistically on the Thruway level, asset management for the
14 project. We want to make sure that we have our structural
15 health monitoring system, we're going to get a BINS [phonetic]
16 model -- that's a 3-D building information model of the
17 structure -- that we take these important data and modeling and
18 be able to use it so that we can have a long-term performance,
19 we optimize our inspection program. Obviously we have to have
20 a two-year cycle biannual inspection, but in between where we
21 have special inspections, we can focus our routine maintenance
22 as well as our preventive maintenance on where we need it, so
23 the money goes specifically focused on where it's, can be used
24 efficiently, and obviously this will assist in our operations
25 and maintenance decisions going forward. So that's all I have

1 for now. I do have, you know, just the snapshot, this little
2 diagram is about two months old, but you can visualize the
3 westbound profile, the eastbound profile, the two different
4 bridges, the green is how much we had done up until that point.
5 We've done a little bit more because we're already in June. Do
6 I have a laser pointer here?

7 [CROSSTALK]

8 MS. BARBAS: Okay, you notice how we need to wait a
9 little bit here because on the eastbound profile we're waiting
10 for demolition of the exiting bridge; that's how we'll tie in,
11 but you w-, we've done most of our substructure as you can see
12 up until the pi-, these pile caps have been put in today, to
13 date. These big cross beams are fully engaged in the tower.
14 Here you'll see a little spots which means they were not post-
15 tensioned yet. They are today. All the cross beams are post-
16 tensioned. That means they are strong and functioning and
17 connected properly. And you will see, if you go to the window
18 with me a little later, that these towers have grown in height.
19 They're not full height. They don't need to be full height
20 right now, but they are -- progress is going on every week. So
21 just happy to show a little snapshot of that. And we can go to
22 the window and actually I can update you more specifics. I
23 know you have a boat trip planned for those who can make it to,
24 to actually answer specific questions. Thank you.

25 MS. MAHONEY: Richard, want to ask if we're going to

1 look out the window.

2 [CROSSTALK]

3 MS. BARBAS: We're going to look out the window.

4 Let's go. You want to? Can we do that?

5 MS. MAHONEY: Sure.

6 [CROSSTALK]

7 MS. MAHONEY: Thank you very much.

8 [CROSSTALK]

9 MS. MAHONEY: So you probably can't see out the
10 window from there, Jose.

11 [CROSSTALK]

12 MS. MAHONEY: Sorry. You should've told him we were
13 going to have a field trip.

14 MS. BARBAS: We could've tilted the video a little
15 bit.

16 MS. MAHONEY: Right. Very impressive. So go ahead
17 Richard, yeah?

18 MR. SIMBERG: Yeah. There, there's one thing which I
19 think is critical on the health of the bridge and, and, and
20 it's getting closer. We're not there right no- right now, but
21 we're closer. We, we, we will be having traffic including
22 heavy truck traffic on this bridge, and it's critical that we
23 have weigh-in motion in effect, because this bridge is designed
24 not to be superimposed modern legal standards of weight, wi-,
25 and we don't need to be in the position about it until, make a

1 choice between opening and, and going further based, be-,
2 because we do that, I really think we need to have trucks being
3 weighed down here in this area. I think it's one of the most
4 important things that comes out to maintain the bridge, and I,
5 I, I just [unintelligible] [01:06:15] I think was stressing
6 this until I, until, until I see them working, because I talked
7 in the engineers in the area, and they, the major engineers,
8 and they, they agre-, they, they agree with this and, that this
9 area needs this and, and I know it, it'll take us and DOT to do
10 it right, and so anything anybody could do to impress on DOT as
11 well as us to get those trucks weighed should do it
12 [unintelligible] [01:06:50].

13 MS. SHERIDAN: If I could just make a comment on
14 that. DOT just opened bids on the contract at their Newburg
15 WIM [phonetic] site is in--

16 MR. SIMBERG: Good.

17 MS. SHERIDAN: --and there are going to be two WIM
18 sites at the bridge.

19 MR. SIMBERG: Good.

20 MS. SHERIDAN: Okay.

21 MR. SIMBERG: Good. [unintelligible] [01:07:02] and
22 you can't do too much for that subject.

23 MS. MAHONEY: And one of your concerns, quite
24 frankly, as we're having these discussions on the bridge
25 monitoring, because this is the, the, the most advanced bridge

1 health monitoring system in the United States -- there are some
2 around the world that are [unintelligible] [01:07:21] -- is all
3 the, the alarms that are going to go off. We have to find a
4 happy medium where it's giving us real data instead of just a
5 lot of data.

6 UNIDENTIFIABLE FEMALE: Mm-hmm.

7 MS. MAHONEY: And so that's one of the reasons why
8 the operations and maintenance team has been meeting since I
9 started in operations maintenance last, last January, about,
10 you know, how we're going to that moving forward while we're
11 working with the [unintelligible] [01:07:42] work's actually
12 being done, so I think we're over, overboard as far as what we
13 have out there, and we have to figure out how we use it
14 effectively and efficiently so it's not going to drive us crazy
15 with all the information we get, so--

16 UNIDENTIFIABLE FEMALE: You don't want to miss the
17 important things.

18 MS. MAHONEY: Right. Exactly, and so that's, that's
19 kind of the push and shove that's going on between the
20 designers, the contractors and those of us that are going to
21 take the keys at the end of the day and have to drive this
22 thing for 100 years. Okay. Any other questions for Jamey?
23 Okay, thank you very much for that update, and the final report
24 to the Board [**Report Item 13**] [01:08:22] is by Kevin Allen.
25 He's going to report on procurement contracts that were

1 executed to me January [unintelligible] [01:08:30]

2 MR. KEVIN ALLEN: [unintelligible] [01:08:32] Board
3 members, major executive management, thank you. This item
4 details contracts executed by the executive director the first
5 quarter of 2016. They're in your item. They're 24 in total.
6 Eighteen of them involve extensions of time. To break it down
7 a little bit more, you have financial in nature about 14
8 contracts, 12 underwriters covering banking, financial advisor,
9 a couple outside counsel firms and some competitive grants. As
10 I said, the details are in your item. If anybody has any
11 questions, I can attempt to answer them.

12 MS. MAHONEY: Any questions? No, we did the material
13 ahead of time, so thank you very much. That is the end of our
14 reports, and we got a lot of really good information. Thank
15 you very much for putting that all together for us.

16 MR. SIMBERG: Thank you.

17 MS. MAHONEY: And we'll move on to the action agenda.
18 The first **[Action Item 14]** [01:09:34] is going to be presented
19 by Matt, right? Authorizing additional extension of, another
20 extension--

21 MR. HOWARD: I guess.

22 MS. MAHONEY: --to convey real property.

23 MR. HOWARD: Yes. There are two items that are, I
24 think, related to real property. The first one deals with
25 providing an extension for the authorization [unintelligible]

1 [01:09:54] previously--

2 MS. MAHONEY: Authorizing the authorization.

3 MR. HOWARD: Yes. An extension of.

4 MS. MAHONEY: And you're not even a lawyer.

5 [CROSSTALK]

6 MS. MAHONEY: Okay.

7 MR. HOWARD: An extension for us to actually dispose
8 of--

9 MS. MAHONEY: An extension of the authorization to
10 authorize.

11 MR. HOWARD: [unintelligible] [01:10:14]

12 MS. MAHONEY: That's what you [unintelligible]

13 [01:10:15]

14 [CROSSTALK]

15 MR. HOWARD: For a, a six-month period in the town of
16 Newburg for the sale of former Thruway Authority
17 [unintelligible] [01:10:29] the last extension that was granted
18 to us. Following that, we made the determination that we
19 wanted to do some environmental work to ensure that we had
20 done, you know, the appropriate [unintelligible] [01:10:43] a
21 little bit more time to...

22 MS. MAHONEY: Okay. Anybody have any questions?
23 Hearing none, can I have a motion to approve the item? So
24 moved by Jose. I will second. All in favor?

25 ALL: Aye.

1 MS. MAHONEY: The motion is approved. And then Cathy
2 is up for **[Action Item 16] [01:11:07]** authorizing additional
3 funding [unintelligible] [01:11:10]. No. Only one authorizing
4 in your sentence.

5 [CROSSTALK]

6 MS. SHERIDAN: I'll work on that. For this item, I'm
7 requesting the Board's authorization of additional funds to
8 award contracts D214466 and 467. D214466 is for the
9 replacement of bridge joints and additional rehab work at 10
10 bridges on the Syracuse division. Three bids were received on
11 May 4th, with the low bid exceeding the engineer's estimate by
12 20.1%. A bid analysis was completed, and the difference
13 between the engineer's estimate and the low bid amount is due
14 to cost for work zone traffic control. Traffic control is
15 required at 10 bridges spread over 100-mile length.
16 Additionally, the duration of the formal work at each location
17 was underestimated, which accounts for additional setup and
18 removal of traffic control devices, which is extremely
19 inefficient. These inefficiencies are not reflected in the
20 engineer's estimate. D214467 is also for bridge joint
21 replacement and additional rehab work at 10 bridges in the New
22 York division. Three bids were received on April 27th, with
23 the low bid exceeding the engineers estimate by 40.7%. Again,
24 work zone traffic control was underestimated. This project
25 involves work at 10 bridges spread over an 85-mile length.

1 Several sites are adjacent to interchanges and ramps,
2 necessitating more complicated traffic control. Additionally,
3 the estimate did not take into account the short durations
4 allowed for the closure of lanes in this congested area. The
5 concrete removal and replacement item was also un-
6 underestimated by approximately 50%. We have not seen large
7 price variation on this item and cannot confidently estimate --
8 wait, let me try that one again. We have seen large price
9 variation on this item and cannot confidently estimate based on
10 recent bids. Additionally, the down-state market is currently
11 saturated, driving contract pricing higher in general. All
12 these factors should be evaluated when we are preparing our
13 estimates, and we are striving to become more accurate. I do
14 think it's important to note for 2016 we've let 22 projects,
15 and are currently 12% under the engineer's estimates. We have
16 26 projects remaining to be let this year. As a comparison to
17 last year, we let 31 projects, and were 9% less than the
18 engineer's estimates, so on the whole we're not doing too
19 badly. Funding for the additional amounts needed is available
20 from bid savings and adjustments to the 2016 contracts program,
21 and I'm recommending the Board adopt this resolution to approve
22 the additional funds needed to award these contracts.

23 MS. MAHONEY: Any questions? No? Hearing none, can
24 I have a motion to advance the item?

25 MR. SIMBERG: I'll, I'll move. [unintelligible]

1 [01:13:42] a good reason.

2 MS. SHERIDAN: Okay.

3 MS. MAHONEY: I will second. All in favor?

4 ALL: Aye.

5 MS. MAHONEY: Okay, the motion is approved. And as

6 long as Cathy's up, we'll continue with 17 **[Action Item 17]**

7 **[01:13:53]** but I did skip 15. That's [unintelligible]

8 [01:13:54]

9 [CROSSTALK]

10 MS. MAHONEY: --number 17, please.

11 MS. SHERIDAN: Okay. For this item, I'm requesting
12 the Board's authorization of additional funds for supplemental
13 agreement No. 5 to contract D214187. D214187 is the owner's
14 eng- owner's engineer services term agreement for the
15 construction of the new New York Bridge. The agreement is with
16 HNTB New York Engineering and Architecture PC. At the December
17 2012 meeting, the Board authorized a maximum payable, or MAP,
18 of \$75 million, which covered the first two years of the
19 agreement with an option to extend the agreement to six years.
20 At that time, staff estimated the total MAP might reach \$215
21 million. Through the diligent efforts of our staff on the
22 project, they have continually looked for ways to keep costs
23 necessary and reasonable. As a result, the current estimate
24 for the total MAP is \$125 million through contract completion,
25 which is \$90 million less than originally anticipated.

1 Additionally, items have been added to the original contract,
2 which fall within the scope but were not contemplated in
3 December of 2012. These tasks include the initial biannual
4 bridge inspections required within 60 days of the opening of
5 each bridge to traffic, design of the shared-use path terminus
6 at Interchange 10 in Nyack, and design of environmental
7 mitigation as required by our environmental programs. Even
8 with these additions, the agreement will be under 4% of the
9 construction value, and I'm recommending the Board adopt this
10 resolution to approve the additional funds needed for
11 supplemental agreement No. 5, revising the MAP to \$125 million
12 for this contract.

13 MS. MAHONEY: Any questions? Hearing none, can I
14 have a motion to approve?

15 MR. RICE: I'll, I'll make a motion.

16 MS. MAHONEY: Thank you, Don. Second?

17 MR. SIMBERG: I'll second.

18 MS. MAHONEY: Richard. All in favor?

19 ALL: Aye.

20 MS. MAHONEY: The item is approved. And now I'll go
21 back to agenda item. I apologize. **[Action Item 15] [01:15:48]**
22 Number 15, Matt [unintelligible] [01:15:50]

23 MR. HOWARD: This item would provide for a 60-day
24 extension of the authorization that had been previously granted
25 for the Thruway Authority to enter into lease for its Syracuse

1 division [unintelligible] [01:16:04]. We are at the point
2 where we're nearing conclusion with the landlord to extend.
3 The terms are favorable to the Authority and this, you know,
4 additional [unintelligible] [01:16:18].

5 MS. MAHONEY: Is that the lease?

6 MR. HOWARD: Yeah.

7 MS. MAHONEY: Okay. I, i-, are there any questions?
8 I'm happy to make the motion to approve. I need a second.
9 Jose. All in favor?

10 ALL: Aye.

11 MS. MAHONEY: The motion is approved, and we will
12 move on **[Action Item 18]** [01:16:42] to Mark Hixson, agenda item
13 No. 18, authorizing an agreement with the New York State
14 Department of Agriculture and Markets for the operation of a
15 Taste New York market at the newly-constructed Lock E-13 Living
16 History rest area.

17 MR. HIXSON: Thank you, Chair. Excuse me?

18 MS. MAHONEY: No, go ahead [unintelligible]
19 [01:17:02]

20 MR. HIXSON: Okay, alright now. Thank you, Chair and
21 Board members. This item seeks Board authorization to enter
22 and into an agreement with the Department of Agriculture and
23 Markets, excuse me, for the operation of a Taste New York
24 market at the newly-constructed Lock 13 Living History rest
25 area in Fultonville, New York. A negotiated agreement will be

1 forwarded to the Office of the State Controller for review and
2 approval. The Lock 13 rest area will showcase the history of
3 the Erie Canal and the Mohawk Valley, providing a visitors
4 center that will include a Taste New York market and tourism
5 information. The Lock 13 rest area represents a great
6 opportunity to further the goal of promoting safe travel,
7 promoting New York's food and agricultural industries, tourism,
8 and the New York State canal system. The Taste New York
9 program is a governor's initiative. It's operated by and
10 licensed through the Department of Agriculture and Markets,
11 which makes them uniquely qualified to secure the Taste New
12 York market manager and to oversee the operation of the Taste
13 New York market. I should note, the Lock 13 rest area is now
14 open under a revocable occupancy permit that was issued to
15 allow operation of the facility for the busy Memorial Day
16 weekend. There are sufficient funds in the 2016 maintenance
17 and operations budget to cover the Authority's obligations
18 outlined in the agreement. With that, I'd be happy to answer
19 any questions the Board may have.

20 MS. MAHONEY: That's a great project. Any questions?
21 Hearing none, can I have a motion to approve?

22 MR. SIMBERG: So moved.

23 MS. MAHONEY: Richard. Second? Jose. All in favor?

24 ALL: Aye.

25 MS. MAHONEY: The motion is approved, and Mark has

1 the final item **[Action Item 19] [01:18:46] [01:18:46]** on
2 today's action agenda.

3 MR. HIXSON: Okay, thank you again. This item seeks
4 Board authorization to waive the competitive process, allowing
5 the interim executive director to negotiate and execute a
6 single-source agreement with Castle Rock Associates. Under
7 this five-year agreement, Castle Rock will provide for the
8 necessary maintenance and upgrades to the Authority's
9 condition, acquisition and reporting system, otherwise known by
10 the acronym CARS. CARS is a vital part of our traffic
11 operations center, as it controls and integrates our traffic
12 management systems and disseminates critical road, travel,
13 weather and traffic information to the Authority's web
14 travelers map, to 511 New York, and directly to the traveling
15 publi- public through the trans alert system. CARS was
16 developed by Castle Rock through a multi-state pooled fund and
17 is currently managed by, which is currently managed by the Iowa
18 Department of Transportation on behalf of the member states and
19 agencies. CARS system is owned and maintained by the member
20 states and agencies who, through individual agreements like the
21 one we are discussing today, pay for maintenance and support
22 costs as well as any new developments for the system. The
23 Authority entered into its initial contract with Castle Rock in
24 2006 via single-source contract. Castle Rock remains
25 positioned to provide the required ongoing services in a timely

1 and economical manner. In acur- in accordance with purchasing
2 policy, the Board may waive the use of the competitive
3 procedure when in the best interest to the Authority. Given
4 the need for ongoing maintenance, future enhancements to the
5 CARS, and recognizing the historical and beneficial
6 relationship between the Authority and Castle Rock, waiving
7 competition is clearly in the best interest of the Authority.
8 And no-, excuse me, the negotiated contract will be forwarded
9 of the Office of the State Controller for review and approval.
10 Adequate funds are contained in the Department of Maintenance
11 and Operations 2016 budget to fund this agreement. Over the
12 five-year term of this agreement, the maximum amount payable
13 will not exceed \$500,000. Of that, the maintenance and
14 operational costs are estimated at \$330,000, while the cost of
15 enhancements has been estimated at approximately \$150,000.
16 With that, I would be happy to answer any questions the Board
17 may have prior to approving this item, considering this item
18 for approval. Thank you.

19 MS. MAHONEY: Any questions? Yes, Richard.

20 MR. SIMBERG: My, my memory must be slipping because
21 I, I remember going over in some detail on this, but these, the
22 [unintelligible] [01:21:38], the money in this represents our
23 share of the pavements, payments going into the overall
24 approach which is with DOT, other state age- other statement
25 [phonetic] authorities altogether. So we're, it is a team

1 effort with us, MTA and DOT.

2 MR. HIXSON: Well, it's a, it's a number, a team
3 effort with a number--

4 MR. SIMBERG: Yeah.

5 MR. HIXSON: --of other states--

6 MR. SIMBERG: Yes.

7 MR. HIXSON: --and agencies throughout the country.

8 MR. SIMBERG: So, so we're working in the common
9 cause with these other groups.

10 MR. HIXSON: Yes, that's correct.

11 MR. SIMBERG: Okay. [unintelligible] [01:22:08] we
12 do, I just wanted to remember [unintelligible] [01:22:10] and
13 the details of why it was [unintelligible] [01:22:13] and, and,
14 and it, and it basically puts in a much better position in any
15 real traffic emergency than we would be without it.

16 MR. HIXSON: That's correct.

17 MR. SIMBERG: Okay.

18 MS. MAHONEY: Any other questions?

19 MR. SIMBERG: [unintelligible] [01:22:30] motion to
20 approve.

21 MS. MAHONEY: Alright, and I will second it. All in
22 favor?

23 ALL: Aye.

24 MR. SIMBERG: [unintelligible] [01:22:36]

25 MS. MAHONEY: The motion is approved, and that

1 concludes the formal agenda for the June 16th Board meeting.
2 Thank you all very much. We had a lot of good information. We
3 have **[Board Item E] [01:22:46]** a public comment period where
4 members of the public can now comment on general Thruway
5 Authority matters. We made it.

6 UNIDENTIFIABLE MALE: [unintelligible] [01:22:57]
7 agenda.

8 MS. MAHONEY: Oh, you have it on your--

9 UNIDENTIFIABLE MALE: Jose, Jose is an RPI in this
10 office.

11 MS. MAHONEY: Yes.

12 UNIDENTIFIABLE MALE: I went to RPI. I met in his
13 office with him a couple of days [unintelligible] [01:23:07].
14 I went to RPI and graduated in 1955, and one of the things we
15 did with materials testing was to take core samples of the
16 roadway and crush them to destruction, so I know a little bit
17 about the roadway. My comments about the agenda were, I go to
18 the [unintelligible] [01:23:26] transit New Jersey Turnpike
19 Port Authority [unintelligible] [01:23:30] and their agendas
20 have backup so that I can look at all of the information that
21 goes to the summary, and that's not available on your site yet,
22 and Kathy, I spoke to her about this morning--

23 MS. MAHONEY: Mm-hmm.

24 UNIDENTIFIABLE MALE: --and she's going to
25 investigate the legality and what has to be done, because I

1 read it before I get here so that I can ask pertinent
2 questions.

3 MS. MAHONEY: Mm-hmm.

4 UNIDENTIFIABLE MALE: The summary doesn't have
5 [unintelligible] [01:23:56].

6 MS. MAHONEY: Okay.

7 UNIDENTIFIABLE MALE: And one more thing. The bridge
8 that's being constructed is, without a doubt, the best
9 engineering project I have ever, ever seen.

10 UNIDENTIFIABLE FEMALE: That's true.

11 UNIDENTIFIABLE MALE: And you need to be complimented
12 from the get-go. As the [unintelligible] [01:24:12] that are
13 now in charge, there will be hope it's still being done right,
14 and it's the prototype of how every engineering job should be
15 done. Thank you.

16 MS. MAHONEY: Thank you very much for your comments.
17 Any other speakers?

18 MS. LEFAVE: No.

19 MS. MAHONEY: Okay. Then that concludes the public
20 comment period, **[Board Item F] [01:24:29]** and I will take a
21 motion to adjourn.

22 MR. SIMBERG: So moved.

23 MS. MAHONEY: Jose second. All in favor?

24 ALL: Aye.

25 MS. MAHONEY: The meeting is adjourned. Our next

Board meeting is Monday, September 12th in Buffalo.

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CERTIFICATE OF ACCURACY

I, Julia Zappi, certify that the foregoing transcript of the NYS Thruway Authority's Board Meeting on June 6, 2016 was prepared using the required transcription equipment and is a true and accurate record of the proceedings.

Certified By



Date: June 22, 2016

GENEVAWORLDWIDE, INC.

256 West 38th Street - 10th Floor

New York, NY 10018