

Joanne Mahoney: Good morning, and welcome to the September 30, 2020, meeting of the Thruway Authority Board of Directors. On the web X, we have board members Bob Megna, Dr. Veras, Don Rice, George Miranda, Heather Briccetti, and Steve Saland and I'm Joanne Mahoney and today we are going to start with the Finance Committee. Bob Megna chairs the committee. Also serving on that finance committee is Don Rice and Dr. Veras, and I serve ex officio capacity. So Bob, will you please start off with the finance committee meeting?

Robert Megna: Sure. Thank you. The first item of business is approval of the minutes of the Finance Committee number 59. May I have a motion to advance and discuss the minutes?

Male: So moved.

Joanne Mahoney: I'll second.

Robert Megna: Thank you. Any questions on the minutes? Again, all in favor of adopting the minutes say aye?

All: Aye. Any opposed? The minutes are approved. The second item on the agenda is review and approval of the Finance reports from May, June and July 2020 and we will have Matt Howard talk us through that.

Matt Howard: Thanks. This item seeks the Finance Committee's approval to advance to the full board our financial reports through July. In summary, total year to date traffic through July was down by about 26% compared to the prior year but its decline was driven by the impacts of COVID-19. Through July our commercial traffic has declined by roughly 7% while passenger traffic was down 29% below last year at the mid year point. And again, as previously indicated, these year to date results were driven largely by affects that we saw in March and April that were significantly below prior year to date levels. This corresponds, this whole revenue traffic whole revenue receipts of \$335,000,000 representing a decline of 20%, we're \$84,000,000 below the prior years with commercial tolls declining by 5% through July and passenger toll revenues declining by 30% through the mid year. And again, to reiterate, those year to date reductions really were driven by the decline that we experienced in March and April. On a positive note, we have seen from that April floor our traffic revenue begins to rebound and come back closer to prior year levels. Preliminarily in August we saw toll revenues were down about 14% through the mid portion of September our preliminary results indicate that toll revenues in September were off by about 8%. So the trend is to basically move a little bit more closer to where our prior year levels are. You're seeing that very consistent with what we experienced the whole year with just our commercial traffic in toll revenue has taken a less in decline than our passenger traffic in revenue. In total through July we had collected \$369,000,000 comprised of the \$335,000,000 toll revenues I just mentioned, \$3.7 million concession revenues, \$20.95 E-Zpass and toll by mail fees, \$8.9 million in rental income and sundry revenue, special hauling permits

and interest on investments. On the operating spending side of things through July property expenses total \$195,000,000 which is 9.9 or about 4.8% below last year. Relative to our budget our revenues are roughly about 19% through the mid year below what we had anticipated in our 2020 budget. On the expense side we're about 4.2 million below what we had anticipated through July. So given these impacts, we're continuing to focus on restricting nonessential spending and our continued work through planning to utilize all existing resources we have and do short-term financing to support Thruway operations through the remainder of 2020. With that I'd be willing to answer any questions.

Bob Megna: Any questions for Matt. So Matt the improvements we've seen have been consistently growing through the months as we move on?

Matt Howard: Yeah, they have. So we really hit our floor I want to say the first 2 weeks of April and you know from that point through the middle of September it's been a pretty consistent climb back closer to base year levels.

Bob Megna: So where would you say we are now relative to base year?

Matt Howard: Right now I reported that through July our toll revenue was about 20% off for the mid year, based on what we're seeing, I think we're anticipating that if this were to continue that on an annualized basis we probably in the 15 to 18% below 2020 on an annual basis.

Dr. Veras: Compared to the previous year, how is commercial traffic doing?

Matt Howard: Yeah if we were to kind of look year to date on commercial traffic, I think on an overall basis, we're about 5% down year to date. You know the positive is in the early part of September we have increasingly seem some days on the traffic side of things where we're positive on an year over year basis. So, on an overall basis we're sort of at 5% down from the prior year.

Dr. Veras: That makes sense, we need be enterprise for an ongoing need.

Bob Megna: Matt?

Matt Howard: Go ahead please.

Steve Saland: I just wanted to have an explanation of how we're accommodating the short fall with loss of revenue. I assume we're doing it by drawing on some line of credit or borrowing?

Matt Howard; Yeah that's correct. At our March Board Meeting, the Board authorized the execution of short-term financing agreements. We have executed a line of credit that we have drawn down funds for. In addition to that, we're utilizing all reserves that

we have available to provide for our day-to-day operating costs. And beyond that, we're continuing to look at our operating capital budgets to ensure that we're limiting our spending to only those health and safety essential expenses we have to keep the system operating in a safe reliable way.

Bob Megna; So Matt to follow up on that question, based on what we did in March, would you say that the actions that you're taking that the Thruway is taking were at least consistent with what our assumptions were then or maybe are we doing a little bit better? How would you characterize it?

Matt Howard: I think that on an overall basis, we're actually in a much better position than we were projecting back in March in terms of the fact that our revenue picture has improved in a real significant way from March until today has really been a benefit to the Authority. So we start with that, at that point in time we were concerned that we could be facing revenue impacts that could reach a 30% level. The fact that we're seeing less than 20% potentially I said 15 to 18% range is a significant improvement where we thought we might be headed in March and early April.

Bob Megna: So any other questions for Matt? If not, may I have a motion to advance this item?

Male: Motion.

Female: Second.

Bob Megna: Thank you. I'm assuming no further discussion all in favor?

All: Aye. Any opposed? And then I would say the motion is approved. I would also add a comment that Dr. Veras looks like he has the nicest backdrop for the calls today. So number 3 on our list for finances, approval of the Authority's Investment Transactions for the second quarter of 2020 and again, Matt Howard will give us an update.

Matt Howard: Thank you. Consistent with the investment policy that the Board approved at the March meeting, this seeks your approval of our reporting on the investment transactions that the Thruway made for the second quarter of 2020. These transactions include authorized securities, repurchase agreements, and certificates of deposit. In the item there is an attachment A that represents all of the investments that were purchased during the quarter ending June 30th and exhibit B details everything that was held at the end of the quarter. And for that June 30th period that ended on June 30th, we had \$1.8 million investments comprised of \$1.8 million in Thruway Authority funds and \$34 million in trust fund bond program investments that are associated with programs that the Thruway runs on behalf of the State of New York. The average yield on investments was 0.11% with a rated average maturity of 30 days.

That's a summary of what's encompassed in this report and I would be willing to answer any questions.

Bob Megna: Any questions for Matt? If not, can I have a motion to advance this item?

Male: Motion.

Bob Megna: A second?

Male: Second.

Bob Megna: Any further discussion? If not, all in favor?

All: Aye, any opposed? Motion is approved. That concludes the structured business. Is there any other business that needs to be raised before the Finance Committee? If not, I would move to adjournment there being no further business. May I have a motion to adjourn today's meeting of the finance committee?

Dr. Veras: So moved.

Bob Megna; A second.

Male: Second.

Bob Megna: All in favor?

All: Aye. The meeting is adjourned.

Joanne Mahoney: Next is the Audit Committee. Don Rice Chairs the Audit Committee. Also serving on the Audit Committee is George Miranda and Bob Megna and as Chair I serve in an ex officio capacity so Don will you please start off with the Audit Committee meeting?

Don: Thank you Chairman. Let's start with approval of the Audit Committee Minutes Meeting Number 52. Can I have a motion to advance the Minutes.

Male: Motion.

Male: So moved.

Don: Alright any discussion on the minutes? All in favor?

All: Aye, opposed? The motion is approved.

Joann Mahoney: Everyone looks innocent but yes maybe we should mute ourselves when we're not talking and turn them back on.

Don: It does help. The next item is the Audit Plan with Harry Lennon. Can I have a motion to well Harry I guess I need you to present the report.

Harry Lennon: Yes, good morning Chair and Board members. As Director of the Department of Audit Management Services I submit the following items for you review and acceptance. It will be the 2021 Audit Plan and projects. The audits that the Department plans to conduct are as follows: The first audit would be Continuity and Disaster Recovery for the Thruway Statewide Operations Center. Also included in that we'll take a look at the Thruway Operations Tarrytown Operations Center down at the Governor Mario M. Cuomo Bridge. We will also take a look at #2, Thruway Permits. Number 3 will be E85 Alternative Fuel Compliance. Number 4 will be Contract Insurances and number 5 will be our Purchasing Process. The Department will also continue to administer the Authorities Internal Controls Program. I recommend that the Audit Committee approve and accept this item. Myself or our Chief Auditor Rick Bower would be happy to answer any questions that you may have concerned these future audits. Thank you very much.

Don: So I don't know if I need a motion for discussion but let's discuss. Does anyone have any thoughts? Alright do I have a motion to advance this plan?

Male: Motion.

Don: Can I have a second.

Male: Second.

Don: Thank you so let's vote. All in favor?

All: Aye, any opposed? No the motion is passed so do we have any other business for the Audit Committee? No other business can I have a motion to adjourn.

Male: Motion.

Male: Second.

Don: All in favor

All: Adjourned.

Joanne Mahoney: Thank you very much Don I can hear the papers so if you would mute when not talking it would make it easier as we're trying to follow along. Harry thank you for the presentation. And now I would like to call to order the Board Meeting

of the New York State Thruway Authority. This meeting has been duly noticed as required by the Open Meetings Law and the meeting is called to order by pursuant to bylaws Article 3, Section 2. May I please have a motion to enter the Board meeting?

Male: motion.

Bob Megna; Second.

Joanne Mahoney: All in favor?

All: Aye. We are now in a full meeting of the Board. Our first order of business is the public comment period for speakers to address items that are on today's agenda. Due to COVID-19 and Executive Order 202.1 we are able to have our Board Meeting by WebEx. Individuals who wish to address items on today's agenda would have had to submit their written comments via e-mail prior to this Board Meeting to the Board Administrator. Tanya has anyone sent in written comments regarding this agenda?

Tanya: Yes, there's two comments. One from Eric Reese. Dear Thruway Board Members, Hello, my name is Eric Reese. My comment is in regards to the upcoming rollout of cashless tolling across the thruway and the phaseout of the legacy ticket system. I am working on a lifetime archive and preservation project where I preserve toll tickets, toll receipts, and more from toll agencies across the U.S as they phase out their legacy payment systems for cashless tolling. My goal is to create a transportation library that can preserve the legacy toll payment story for future generations to come. I was planning on visiting the New York region this summer to obtain Thruway tickets and receipts in person but wasn't able to with the Coronavirus and corresponding travel restrictions. I was wondering if you and staff could please work with me to help obtain some toll tickets and toll receipts for my archive collection. I would be more than willing to reimburse staff for obtaining the tickets and receipts in person through revenue trips for auditing purposes. I have already tried emailing the thruway and have even sent several letters with self-addressed stamped envelopes to the Thruway but have never heard back from them. You are my last hope to help preserve some Thruway history for future generations. I would greatly appreciate any help that you could lend me. Thank you for your time and help. Have a great day.

Tanya: I actually checked with our media relations and Eric Christenson's office and we do have toll tickets we can send him. We will contact him and send them to him.

Joanne Mahoney: Thanks Tanya and you have an additional correspondence?

Tanya: Yes from Murray Bodin. When will the Thruway follow the FHWA MUTCD and use correct road lines?

Specifically: At Thruway exit ramps the yellow line must start at the theoretical point where the ramp starts. When deceleration lanes were developed to permit traffic to slow to 30 MPH to exit, it became unsafe to permit traffic to cross the neutral, gore area, to merge with traffic going 65 MPH. Therefore the Thruway must start the yellow left edge line at the point where the ramp actually starts. I have met with Bob Cournoyer about this and he can explain it to you.

Cathy Sheridan said "Consistency means safety. If you do one exit ramp you must do them all". Or something like that.

It has taken many years to get to this point, but you are here now.

I miss being at Board meetings in person! I'm still vertical but just ordered a Handicap license plate for my SUV. I need it.

"We cannot solve our problems with the same thinking we used when we created them." Albert Einstein.

Joanne Mahoney: Thank you Tanya that's the correspondence for the items on today's agenda and that concludes the public comment period on today's agenda. I'm happy to hear that Murray is still vertical. The next order of business is approval of the consent agenda which is agenda items 1 through 3. May I please have a motion to approve the consent agenda?

Male: Moved.

Male: Second.

Joanne Mahoney: Is there any discussion? Hearing none all in favor?

All: Aye, opposed. The three items are approved and next on the agenda is going to be a report from Director Matt Driscoll. Matt.

Matt Driscoll: Yes thank you Madam chair and good morning Board Members. I'm going to provide you with just a brief overview of some of our activities. I'll start with our cashless tolling project which continues to advance. All of the gantries on the main line and the ramps have been installed. Installations of cameras and sensors is well underway along with testing of the specific sites in the system data. From a scheduling perspective, we're in great shape. We anticipate the conversation to AET to take place this November. So in November and as we move forward, we'll narrow down a specific date and I'll report that back to you. As you also recall, this past December, you

authorized the Authority to move forward with the SAPA process relative to the proposed system adjustments on the Thruway. Beginning January 1, 2021 as part of that process, we're going to be holding 3 public virtual hearings by executive order we're allowed to do that. The dates of the hearings will be Tuesday October 13th from 2:00 to 4:00, Wednesday October 14th from 4:00 to 6:00 and then Thursday October 15th from 6:00 to 8:00 p.m.

I'll give you a quick update on the Shared Use path. We opened that about 3 ½ months ago. We're fast approaching 200,000 visitors. It's been tremendously successful so far. We're averaging about 1600 a day. Since the opening, we partnered with the DOT to offer free weekend bus shuttles to get visitors to and from the path. To date approximately 4600 guests have used this transportation mode. Our staff at both the Westchester and Rockland landings have been regularly reminding visitors to wear a mask, maintain a safe distance and practice proper path etiquette. We've installed signage pavement markings and reduced the speed limit to 5 miles per hour for bicyclists.

I'd like to give you a brief update on our divisional forces and I want to start by thanking all of the men and women out in the field at our tolling facilities and those in our offices who really have worked tirelessly through what's been a very challenging spring and summer because of COVID-19. Because of COVID we've made some operational adjustments to offer separation of shifts and created density reduction. And on March 22nd, you may recall we switched to emergency tolling procedures. On June 4th, regular toll collection procedures resumed with enhanced safety measures in place such as plexiglas barriers, masks and gloves. To date, we've had 46 employees test positive with 3 currently still out. Concurrently there have been 500 instances of mandatory or precautionary quarantine involving approximately 600 people. And I would really like to thank our HR department team who has been very busy, extremely busy throughout this pandemic, they've done a great job.

I'd like to talk just a little bit about our thruway wide in-house some of the divisional activities that have been going on. All of the Thruway divisions have been busy with full and partial depth asphalt repairs and crack sealing as we start to prepare and move into winter. Repairs and replacement to guiderail and necessary bridge maintenance have been ongoing and continue across the system. Snow and ice preparations are ramping up. Seasonal inspections have begun with plow equipment, trucks and loaders and we're on schedule. Last week Jim Konstalid, Matt Trapasso and myself completed a comprehensive tour of the Buffalo Division. We will be visiting the remaining divisions in very short order. And just yesterday, we hosted our annual snow and ice coordination planning meeting with the Department of Transportation again, as we head into the coming winter months.

Some additional divisional highlights; in the New York Division they've been very busy dismantling a radio tower, installing new radio equipment and a newly completed Hillboro Radio Tower. The Ramapo waste water tie and municipal service and

decommissioning the wastewater treatment plant, that's a positive move for us. That's on target. Our full depth repair pavements has been taking place at multiple locations northbound and southbound across the division. We will have completion of those by November of this year. Electrical vehicle charging stations were recently completed at the New Paltz commuter line, Plattekill and Modena service areas, Tarrytown and Rockland SUP visitor building as well. Here in Albany at exit 25 the tandem lane paving is about 90% complete. We will be finished with that very shortly. Bridge over County Route 1 got completely repaired and installation of new VMS signage as well.

Syracuse division has been very busy, we're installing a new salt shed out in Geneva, that will be completed this November. Concrete slab replacements at our Oneida Truck Facility, that will also be completed in November and section wide drainage repairs out in Manchester where we had some challenges. That will be completely done by December of 2020.

Out in Buffalo in our Westfield section, we've done a lot of work out there; driveway relocation as a result of AET, new U-turn relocations again because of AET and it's actually worked out beneficial for us because we've been able to preposition some of the U-turns in better areas. The Westfield section has completed over 1000 tons of full and partial depth asphalt repairs and those will continue until we meet the winter months. So we've done a lot of substructure work across the system this summer in what's really kind of a shortened maintenance season because of COVID-19 so I want to acknowledge the hard work that they've been doing. And I also want to mention finally, the hard work of our facility folks who have been rehabbing and retrofitting many of our work spaces and modernizing our facilities across the system. We're really fortunate that we have so many skilled trades people that allow us to do so much of this work in-house. So it's getting done by skilled tradesmen in our own staff and it's saving us money so good news to report on that front. That concludes my report. I'm happy to answer any questions you may have.

Joanne Mahoney: Thank you very much Matt. Does anybody have any questions for Matt at this point.

Dr. Veras: I have one.

Joanne Mahoney: Jose.

Dr. Veras: Matt you mentioned 46 of our employees with COVID will you remind me what is the total number of employees that we have at this point?

Matt Driscoll: I'm sorry I missed the question.

Dr. Veras: How many could you remind me of the number the total number of employees that we have?

Matt Driscoll: Yeah, so we have about 1500 round numbers.

Dr. Veras: Okay. Okay excellent.

Joanne Mahoney: Any questions for Matt. I'd just like to say Matt that you as Director I want to thank you but I'd like to ask you to pass along to the staff too it's really remarkable. I've gotten myself some really good feedback about the shared use on the Governor Mario M. Cuomo Bridge. It sounds like social distancing is going to be the issue that we have there because it's been so popular. I've had people take pictures of themselves on the path and send them in with gratitude. It really was something that people are really excited now to have. The cashless tolling moving forward ready to switch over in November is a big job by you and your staff. It's encouraging to hear about our preparations for the snow and the fact that you're working hand in glove with DOT to make sure that our plows are going to be where they need to be and we'll be able to keep traffic moving. And the fact that you are all doing this with COVID-19 over our heads and the disruption to daily life but also the financial implications that you're all dealing with. So I just want to make sure that you are hearing directly from us and that you're passing along to your staff our acknowledgement of how much work is being done during this really trying time and that we're really grateful for the work that you're all doing.

Matt Driscoll: Thank you and I'll make sure that we do do that. Again, it's really a credit to again, our HR department who has worked tirelessly on that but then our Division Directors and the Supervisors and all the management people all the way down the line who really worked hard to ensure the safety of their fellow staff people. So thank you and we'll make sure they know that.

Joanne Mahoney: That's Matt and we'll move onto the action agenda and the first item is item #4, Supplemental Agreement for Public Resource Advisory Group. A contract Matt Howard will present to us please.

Matt Howard: Thank you. This item would authorize a supplemental agreement with a Public Resources Advisory Group that we extend the date of their contract to July 18, 2021. Increase in that payroll on that contract is \$350,000. This contract is a provision of financial advisory service. The original contract was for a 3-year term with 2 optional 1-year extenders. This is the second of those 1-year extenders. This will ensure that we have the ability to continue to utilize Public Resources Advisory Group. A lot of the services they provide us for are financing activities, informing our budget review and budget making process, and general advisory services they provide us on a regular basis. So this supplemental agreement again, would allow us to access the final 1 year extension of the agreement and would add an additional \$350,000 to the maximum amount payable provided under this contract. As a side note, we're currently in the process of putting together a procurement of advanced contract for these services and we are anticipating we will be doing so within the next month or so. And with that I would be willing to answer any questions.

Joanne Mahoney: Alright thanks Matt. Anybody have any questions for Matt on the Public Resources Advisory Group contract? May I please have a motion to approve?

Male: Motion.

Male: Second.

Joanne Mahoney: All in favor?

All: Aye. Any opposition? That motion is carried thanks Matt. And agenda item #5 authorizing an amendment to the Thruway Rule book for the Governor Mario M. Cuomo Bridged Shared Use Path. Jim Konstalid will present for us please.

Jim Konstalid: Good morning Madam Chair, Board Members. This item seeks Board approval to proceed with the State Administrative Procedure Act or SAPA process to amend the Authorities Regulation 21NYCRR section 102.1 to permit pedestrian and bicycle use on Governor Mario M. Cuomo Bridge Shared Use Path. Current regulations prohibit pedestrians and bicycles on the Thruway system except for Grand Island Bridge. The amended regulation will also remove references in section 102.1 to the Tappan Zee Bridge and allow the Executive Director to issue publicly available guidelines to establish further restrictions or requirements for use of the Thruway system. A copy of the proposed changes to 21NYCRR Section 102.1 is attached as exhibit 1. Material to be added is underlined and removed has been bracketed. It is recommended the Board approve these proposed amendments and authorize the Executive Director to make modifications to such amendment as he deems appropriate in response to any comments that may be made during the adoption process conducted in accordance with State Administrative Procedure Act and any other applicable statuses, policies, and procedures. We are submitting this recommendation to the Board for approval. I'd be happy to answer any questions that you may have.

Joanne Mahoney: Any questions on these amendments to make the pedestrian traffic available on the Mario M. Cuomo Bridge and change the names so that the document is up to date?

Male: No brainer.

Joanne Mahoney: Well said no brainer. All in favor?

All: Aye, hearing no opposition the motion carries and Jim has agenda #6 for us as well please.

Jim Konstalid: Thank you Madam Chair. In accordance with purchasing police 25-5-01 this item seeks the Board approval to authorize the Executive Director to waive competitive procedures and negotiate and execute a single source, two-year term

agreement with the Association of Public Safety Communications Officials or APCO to provide radio frequency analysis. This analysis is a prerequisite toward a full upgrade of the Authorities radio system scheduled for the coming year. The Authority operates mobile two-way public safety and internal maintenance radio systems. The current system has 36 towers with bay station radios connected to the Thruway State Operations Center using the Authorities fiber network system via wire and wireless connectivity. The system supports all field operations involving approximately 1500 mobile units and 300 portable radios in addition to 60 maintenance sites and State Police Troop T operations and stations. The necessary exemption approval has been sought and granted from the Office of the State Comptroller. It is recommended the Board authorize the Executive Director to waive competitive process, execute an agreement with APCO. The agreement term will be for 2 years with a maximum amount of the contract not to exceed \$160,000. The radio frequency analysis includes tracking and mapping of existing radio frequencies, tracking sources of existing radio signals, planning for local geographic issues, and ensuring FCC compliance for the years to come. We are submitting this recommendation to the Board for approval. I'll be happy to answer any questions.

Joanne Mahoney: Thanks Jim. Can I have a motion to advance and discuss this item?

Male: So moved.

Dr. Veras: Second.

Joanne Mahoney: Any questions for Jim on the item? Heather.

Heather: I was just going to ask for a brief explanation as to why it's a sole source and why we're waving competitive bidding requirements?

Jim Konstalid: Essentially APCO is the largest organization, it's a worldwide organization and they are more or less the only game in town for this kind of process. If we contracted anywhere else they would essentially subcontract with APCO to do it. So there's really nowhere else to go.

Heather: Okay that makes sense thank you.

Bob Megna: I have a question. What's the end result here? What are we going to, where do we want to be at the end of 2 years and what does it lead to?

Jim Constalet: Well what we do here is this is necessary, it's a prerequisite to the radio upgrade process that we're planning. We have to go out and essentially map frequencies and find out essentially what frequencies are out there right now, where they're coming from, essentially that's all tracked back through the FCC. And all this leads to future FCC compliance, keeps us from having dead spots in the radio, areas we have no coverage. Obviously the Thruway is kind of diverse from one end to the

other. We have lots of geographic anomalies, you know hills, different terrain that interfere with radio signals and then as life moves forward and there's more and more radios out there that take up these frequencies, we have to kind of contract for this search to find out where the band or frequency fits or several frequencies in this case. Hopefully that answered your question.

Bob Megna: So it becomes an assessment of what we might have to do to maintain that kind of service?

Jim Konstalid: Yes.

Steve Saland: If you know does APCO have other contracts with other state agencies or entities?

Jim Constalet: I'm sure they certainly do. Although I don't have that information specifically.

Steve Saland: And again, if you know have you had an occasion to view...

Joanne Mahoney: I'm sorry Steve you are really breaking up. I don't know if he's breaking up for the others as well. Will you please repeat that for us?

Steve Saland: I said, if you know has the Comptroller had occasion to review an APCO sole source contract?

Jim Konstalid: I do not have that information, I could certainly follow up.

Steve Saland: Thank you.

Joanne Mahoney: Any other questions for Jim? Jim I was under the impression that when anybody at the Thruway Authority brought a sole source to us that it had already gone through the State Comptroller's office is that not the case here.

Jim Constalet: Yes, no this has been approved previously by the State Comptrollers Office.

Joanne Mahoney: So there Steve is um I think the answer that you were looking for that this has already and Heather, the State Comptroller has already reviewed the sole source nature and approved it before it comes to us so we have some confidence in the sole source appropriateness. Any other questions for Jim? Okay hearing none can I have a motion to approve?

Male: So moved.

Male: Second.

Joanne Mahoney: And I heard a second. All in favor?

All: Aye, seeing no opposition the motion is carried and Jim has again agenda item #7 authorizing the Executive Director to execute an agreement with Professional Account Management, LLC for collection services.

Jim Konstalid: Thank you Madam Chair. This item seeks Board authorization to execute an agreement with Professional Account Management, LLC for collection services. On December 19, 2019 the Authority issued a request for proposals for experienced and qualified firms to provide collection services for debt related collecting tolls on our behalf. In response to the RFP the Authority received 15 proposals. The highest rank proposer was Professional Account Management, LLC a Duncan Solution Incorporated Company. Their proposal included debtor account establishment, skipped tracing, communication with debtor, lockbox services, payments recording and date file transfers. Duncan has experience providing debt collection services to other tolling agencies including toll roads in Massachusetts, Texas, California, North Carolina and Virginia. It is recommended the Board authorize the Executive Director to enter into an agreement with Duncan to provide collection services for toll debt. The term of the agreement will be 3 years with the option to review for one additional two-year term. Duncan has proposed a fee of 14.5% on all revenue they collect and 9% fee on all debt collected by the Authority for the E-Zpass New York Customer Service Center while the debt is in collections. Under this agreement the Authority will continue to own its own debt, the maximum amount of the contract is \$7,000,000. We are submitting this recommendation to the Board for approval. I'll be happy to answer any questions you may have.

Joanne Mahoney: Thanks Jim. Can I have a motion to advance and discuss this?

Male: Motion.

Joanne Mahoney: And a second I saw. Thank you. Any questions for Jim on the services for collections? Okay hearing none, do I have a motion to approve.

Male: Motion.

Joanne Mahoney: A second. All in favor?

All: Aye. The motion carries and moving onto agenda item #8 which authorizes the Executive Director to Execute an Agreement with Miller Advertising Agency Inc. for Media Buying Services Related to Cashless Tolling gives us the opportunity to hear from somebody that we hear from in the background all the time and it gives us an opportunity to thank Jen for keeping us all well informed with all of the Thruway daily clips that you send and your office sends to use to keep us all well informed in between

Board Meetings. Today we actually have an opportunity to hear from you formerly so I'll turn it over to you please.

Jen: Thank you Chair good morning everyone. This is actually in more than 5 years that I've been with the Thruway this is my first item I get to present at a Board Meeting. Very exciting. But in all seriousness, as we move and as we discuss the Executive Director and presentation, as we move to the conversion of cashless tolling in November, we have coordinated a marketing campaign to educate our customers and to encourage individuals to sign up for E-Zpass. Cashless tolling obviously is the new way of doing business for us across the system. We want to make sure that our customers have the easiest and the most efficient and the most cost effective way to pay their tolls. In order to do this, we are proposing in front of you a contract with Miller Advertising; it is a contract that was awarded through a competitive bidding process. They are MWBE certified. Miller has proposed a well-balanced media buying campaign including targeted radio ads for drive time radio, for traffic and weather sponsorships, social media ads, Waze, banner ad and different billboard opportunities all targeting motorists on our roadway. The contract term is for 6 months, the maximum amount payable on the contract is \$350,000. We really, at the end of the day believe this is a campaign that is well-balanced and will really provide the biggest bang for our buck looking at approximately 60,000,000 impressions with our motorists. So I bring this to you. I'm happy to answer any questions you have. This is the end of report.

Joanne Mahoney: Thanks Jen well done. May I please have a motion to advance and discuss this item?

Male: Motion.

Joanne Mahoney: And I saw a couple of hands go up for a second. Any questions for Jen on this media campaign? Okay hearing none and Jen I just want to say that it sounds like a very efficient use of the Thruway's sources to target so specifically the folks that are actively driving on the Thruway so nice work with your office and Miller Advertising to pinpoint those drivers. So can I please have a motion to approve the contract.

Male: Motion.

Male: Second.

Joanne Mahoney: All in favor?

All: Aye. Hearing no opposition the motion is carried. Thank you very much and we'll move on to John Barr is up next on the Flexible Spending Program.

John Barr: Good morning Chair good morning Board Members. This Board Item to seek your approval authorizing the Executive Director to enter an agreement with Interflex to provide administrative system for the Authorities flexible spending account. The Flex spending account will offer eligible permanent employees the opportunity to set aside money for healthcare and dependent care expenses as authorized for the internal revenue tax account. Earlier this year the Authority issued an RFP and by the due date we received 5 responses. An evaluation committee reviewed the proposal and selected Interflex. Interflex has experience with flex spending accounts for public entities, they have experienced for over the last 22 years. This agreement is for 5 year 9 month term. It's total amount being \$22,620 with \$4,524 set aside for spending in our 2020 budget. With that I'd be happy to answer any questions on this agreement.

Joanne Mahoney: Thanks John can I please have a motion to advance and discuss?

Male: So moved.

Joanne Mahoney: And a second and are there any questions for John on the flex spending account item? Okay hearing none all in favor?

All: Aye, any opposition? None the motion is approved. Thank you very much John. Kim McKinney up next with agenda item #10 Authorizing Executive Director to execute a non-engineering personal services contract with Ineight, Inc. Kim.

Kim: Good morning thank you. In accordance with Authorities procurement Contract Policy Board authorization is requested to negotiate and execute a non-engineering personal services contract with Ineight, Inc. to provide services for the Bridge Information Modeling application for the Governor Mario Cuomo Bridge. As part of the design build project to construct the bridge, Tappan Zee Contract Constructors, LLC was tasked with developing electronic 3-D information model of the bridge and link the model to various design, inspection and maintenance documents to support the bridge. The system was developed by TCC's designer HDR in concert with the specialty firm Ineight, Inc. The model allows the Authority Staff to track inspections, maintenance activities, and repairs to the bridge providing easy access to design and drawing specifications. The system has been tested and implemented and is ready to transfer to the Authority. An exemption from pre-advertising on the New York State Contract Reporter has been obtained from OSC and according to its statute a notice was published in New York State Contract Reporter regarding the intended award and the reasons for exemption. Services will be billed annually. The contract term is for 5 years. The maximum amount payable for the term of this contract will not exceed \$577,350. The Department of Maintenance and Operations has funds in the 2020 budget and will budget accordingly each year. I would be available to answer any questions.

Joanne Mahoney: Thank you. Can I have a motion to advance and discuss this item please?

Male: Motion.

Male: Second.

Joanne Mahoney: Any questions for Kim on this item? Alright all in favor?

All: Aye. Any opposition? The motion carries. Thank you very much Kim and we will move onto agenda item #11 and the next 5 will be presented by Matt Trapasso on behalf of Rich Lee. So agenda item #11 please Matt.

Matt: Thank you Chair. I'll start with the first one; this item is submitted for approval is D214784 which is a term agreement for Statewide Pavement Management Services. This agreement is to support our existing pavement assessment management system services under the agreement include the collection and evaluation of pavement stress images and data in conformance with our existing surface distress survey. Maximum amount payable under this agreement is \$750,000. There are 30% MWBE goals, 6% SDVOB goals under this agreement. This is a 3-year term with an option for 1 additional year. Four firms submitted letters of interest, 3 were short-listed and the selected firm is Applied Research Associates, Incorporated. Our recommendation is for Board approve of this item. Are there are any questions.

Joanne Mahoney: If not can I have a motion to advance and discuss please? I'll make the motion. Can I have a second?

Male: Second.

Joanne Mahoney: Thank you. Any questions for Matt on agenda item #11? All in favor?

All: Aye. Seeing no opposition Matt that motion carries. I just want to point out that again, we have an opportunity in between meetings to have conversations and we did clarify that not only do these projects have goals that Matt set out for us for MWBE but those goals have been met in these contracts. And if there is one work that is different would you highlight that for us Matt?

Matt: Absolutely yes.

Joanne Mahoney: Okay thanks. Agenda item #12 please.

Matt: The second item is for D214787 this is a term agreement for preliminary engineering support services for highway and bridges statewide. Assignments under this agreement will include but are not limited to the preparation of scoping memos, bridge rehabilitation reports, highway rehabilitation reports, alternatives analysis, life cycle costing and etc. The maximum amount payable under this agreement is \$3,000,000. This also has a 30% MWBE goal and 6% SDVOB goal. This will be a three-year term, again with an option to extend for one additional year. Nineteen firms submitted letters of interest, 7 were short-listed and the Stantec Consulting Services, Incorporated is the selected firm. We recommend Board approval of this item and if there are any questions I'd be happy to answer.

Joanne Mahoney: Thank you. I'll make a motion to advance and discuss can I have a second?

Male: Second.

Joanne Mahoney: Anybody have any questions on agenda item #12? Hearing none all in favor?

All: Aye. See no opposition the motion is approved and Matt again, please agenda item #13.

Matt: Absolutely the third item today is for approval of a \$200,000 supplemental agreement for contract D214723 which is an existing term agreement with Statewide Materials Testing and Inspection. This supplemental is necessary to complete a number of existing outstanding assignments in the most efficient manner we have available to us. This will be used for all off-site inspection for our current cashless tolling project, along with testing and inspection for multiple ongoing construction contracts including many bridge replacements. This is the only statewide nonsteel material testing term agreement that is active in order for us to avoid any delays on the cashless tolling project, we're seeking this supplemental. The original agreement had a maximum amount payable \$500,000, so this \$200,000 supplemental would increase total value to \$700,000. I'll be happy to answer any questions.

Joanne Mahoney: Thank you and I'll make a motion to advance and discuss. Can I please have a second?

Male: Second.

Joanne Mahoney: Thank you. Any questions on agenda item #13? Okay all in favor?

All: Aye. Any opposition? Seeing none, the motion carries. Agenda item #14 please Matt.

Matt: Okay our next request is for approval of D214795 which is a term agreement for materials, testing, and inspection in the Albany and Syracuse divisions. This agreement will provide services within Albany and Syracuse for the testing and inspection of construction related materials on an as needed basis for thruway system projects in these divisions. Maximum amount payable under this agreement is \$300,000. There are 30% MWBE goals and 6% SDVOB goal. This is a 2-year term with an option to extend for 1 additional year. We had two firms who submitted letters both of whom were short-listed. The selected firm is Atlantic Testing Laboratories which is a certified WBE. If there are any questions, I'd be happy to answer.

Joanne Mahoney: Again, I'll make a motion to advance and discuss. Can I please have a second?

Male: Second.

Joanne Mahoney. Any questions on agenda item #14? All in favor?

All: Aye. Opposed? Seeing none, the motion carries. And the last agenda item is 15, again, Matt please.

Matt: Thank you Chair. The last request for approval is D214796 which is a term agreement for materials, testing and inspection statewide. This agreement will provide term services for materials testing and inspection of construction related materials for the Thruway System projects across the system. Assignments under this agreement can include asphalt and concrete, field and plant inspection and testing, subsurface exploration and sample analysis and obtaining and testing asphalt and concrete cores to name a few. Maximum amount payable under this agreement is \$500,000 again, with 30% MWBE and 6% SDVOB goals. This will be a two-year term with option for one additional year. Three firms submitted letters all of whom were short-listed and the selected firm is Advanced Testing Incorporated. Recommend approval and if there are any questions I'd be happy to answer.

Joanne Mahoney: I'll make a motion to advance and discuss. Can I have a second?

Male: Second.

Joanne Mahoney. Any questions on agenda item #15 for Matt Trapasso? Alright all in favor?

All: Aye. Opposed? The motion carries. Thank you very much Matt and that concludes the formal agenda for September 30th, 2020 meeting and our next Board meeting will be on December 1st, 2020. Is there any other business that anyone would like to bring before the Board today? Alright then may I please have a motion to adjourn today's meeting?

Male: So moved.

Male: Second.

Joanne Mahoney: Thank you. All in favor?

All: Aye. We are adjourned. Thank you all very much and I will see you back here in December.