
Joanne Mahoney: Good morning and welcome to the September 12th, 2022, meeting of the Thruway Authority Board of Directors. On this WebEx joining me are Bob Megna, Don Rice, Dr. Veras, and Heather Briccetti-Mulligan, welcome. Steve Saland is absent today. We're going to begin with the Finance Committee, Bob is Chair of that committee. Also serving is Don Rice, Dr. Veras, and I serve as ex officio. Bob, will you get us started on the Finance Committee Meeting, please.

Bob Megna: Yes, thank you. Our first item of business is approval of the minutes of Finance Committee meeting #68, may I have a motion to advance and discuss this item?

Joanne Mahoney: Second.

Bob Megna: Any issues with the minutes? Okay, I guess the motion is approved, the minutes are adopted, and we can move onto our second order of business which is review and approval of the financial reports for April, May, and June of 2022. Matt Howard will present.

Matt Howard: Thank you. This item, as indicated is a presentation of our financial reports through the midyear of 2022 through the end of June. On a traffic basis, year to date traffic through June was up by about 6.5% compared to the prior year. I would note that when you compare it to pre-COVID in 2019, we're still a shade below where we were at the midyear point, probably in the 4% to 5% range below where we were in the last pre-COVID year. Commercial traffic through June increased by roughly 8% above the 2021 levels while passenger traffic was about 6% above last year. These traffic figures correspond to toll revenue receipts of \$384 million which represent an increase of 11%, or \$39 million above the prior year. Of this amount, commercial tolls increased by 11% and passenger toll revenues increased by 12% through June of this year. In total, the Thruway collected \$426 million in total revenues through June comprised of \$384 million in toll revenues, \$31.9 million in E-ZPass and toll-by-mail, and special hauling fees. \$7.4 million lease revenues from fiber optic users in service area providers, and \$2.8 million from all other revenue sources. Through July, Thruway operating expenses totaled \$189 million, which was about \$20 million or 11% above the prior year. Please note, significant factors in this growth include the payment of roughly \$6 million in marketing fees associated with the long-term lease agreements for fiber optic use that were executed in 2022. Again, those come with significant upfront investments by Fiber optic user in revenues we received, as well as the increase in E-ZPass and toll-by-mail costs of about \$8.5 million that is largely related to the timing of the receipt of billing from Conduent. And finally, about \$6.5 million in higher fuel, snow and ice control costs and other operating costs. As a bottom line, I would make note of the fact that although we're seeing increases, we still are within our anticipated budget amount we planned for this level of growth in our 2022 budget. In fact, through the midyear, when we break out our revenues and expenses, we're up about 6% from anticipated revenue basis for 2022 it's on revenues and on the expense side, right in line with our budget we're about .4% above what our 2022 budget cost. That's the broad overview. I'm going to stop right there and answer any questions.

Bob Megna: Any questions for Matt? Okay. If there are no questions for Matt, may I have a motion to advance this item?

Joanne Mahoney: Second.

Bob Megna: All those in favor?

All: Aye.

Bob Megna: Any opposed, the motion is approved. Third item on the agenda is Investment Transactions for the second quarter of 2022. And again, Matt Howard will present.

Matt Howard: This item is presented to you in compliance with the Annual Investment Policy that the Board approved at its March Board Meeting. Included in this item is a listing of the transactions of purchase and authorized security repurchase agreements and certificate for deposit. Exhibit A presents the details of all the investments that were purchased in that quarter. And the attached Exhibit B details the investments that were held as of June 30, 2022. Quarter ending on June 30th, we had \$1.3 billion in investments comprised of about \$1 billion in Thruway Authority funds, \$23 million in trust fund bond program investments, and \$270 million in state personal income tax revenue bond program adjustments. The average yield for the Thruway funds was 1.3%, with a weighted average maturity of 94 days. I would say in preparing for the Board Meeting, I went back to look at what the interest rates were only a year ago and they are markedly higher than what we presented a year ago. Last year our average interest rate was about .03%, today I'm recording its 1.3%. So, basically a function of interest rate changes that had occurred over the course of the last year. With that I can open the floor and answer any questions.

Bob Megna: Is there any indication Matt that DOB is going to continue to use the Thruway Authority for some of these state bonding operations or do we know?

Matt Howard: Well, I think the answer is likely to be a yes, and one point I would note is that these figures don't include roughly \$2 billion in bond proceeds that we executed on behalf of the State of New York in July. So the cutoff point occurred prior to those funds which we did in fact as well and you'll be seeing in the third quarter report that we present to you. But I do anticipate, based on the work that we've done, I anticipate additionally more in the future.

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

Dr. Vegas: Motion.

Bob Megna: Do I have a second?

Joanne Mahoney: Second.

Bob Megna: If there is no further discussion? All in favor, aye.

All: Aye.

Bob Megna: Any opposed? The motion is approved. And I believe that that concludes the scheduled business. And having no further initiatives, can I have a motion to adjourn today's Finance Committee Meeting?

Joanne Mahoney: Second.

Bob Megna: All those in favor?

All: Aye.

Bob Megna: The meeting is adjourned.

Joanne Mahoney: Thanks, Bob. I'd like to call to order the Board Meeting now for the New York State Thruway Authority. This scheduled meeting has been dually noticed by the Open Meetings Law. Do I have a motion to enter the Board meeting? Thank you, and a second? All in favor?

All: Aye.

Joanne Mahoney: We are now in the full meeting of the Board, and our first order of business is the public comment period for people to address items that are on today's agenda. Tanya has anyone sent in written comments regarding today's agenda?

Tanya: No, they have not.

Joanne Mahoney: Alright. Then that will conclude the public comment period for this portion of our meeting. The next order of business is the approval of the consent agenda. May I have a motion to approve consent items #1 through 3? Heather, thank you, Bob second. All in favor?

All: Aye.

Joanne Mahoney: The three items are approved. And we will move onto the action agenda. It says in my notes that Director Driscoll has a report, but I think that's at the end of our meeting, right? Okay. So, we will start Director Driscoll with you for action agenda item #4 staff appointment of Mary Boehm as Director of Audit and Management Services.

Director Driscoll: Okay, well thank you. Good morning everyone. well, as you stated, I'm asking for your consideration of staff appointment of Mary Boehm to the Director of Audit and Management Services. Mary began her career here in New York State service back in 1997, serving as supervising investigator in the Office of Inspector General. She subsequently worked her way to be appointed Deputy Inspector General. Mary was appointed to an Investigator Auditor position here at the Thruway Authority in November of 2006 and was later promoted to be the Deputy Director in the Department of Audit and Management Services. Last December of

2021, she was appointed Acting Director of the Department of Audit and Management Services. Mary's career profession speaks to her talent as an investigator and commitment in ensuring the Authority continues to eliminate fraud, waste, and abuse. She is a valued member of this team, and I ask for your support of Mary in this position.

Joanne Mahoney: Thank you. Anybody have any comments or questions? I will ask then for a motion to approve this agenda item. Heather, Bob, second. All in favor?

All: Aye.

Joanne Mahoney: Congratulations Mary, that is an impressive path to the Thruway in this permanent position, and we are happy to have you. Agenda item #5 is Jim Konstalid and 6, 7, 8, 9. Go ahead Jim.

Jim Konstalid: Thank you, and good morning, Madam Chair, Board Members. Board item #5 authorizes the waiver competitive procedures for a sole source contract with Inex technologies for spare parts and depo report license plate reader system components. Since our conversion to cashless tolling in November of 2020, the Authority has used Inex Technologies license plate reader systems across all four divisions at every gantry location. In total there are 282 Inex technologies cameras in operation across the Thruway. These components are only available from Inex Technology. No substitutes are allowed, and no other vendor can provide the required spare parts or repair these proprietary components. Therefore, this procurement is for a sole source and will require a waiver of competition as outlined in the Thruway Authority's Purchasing Policy. Inex Technology is a leader in license plate reading systems to the tolling industry for the specific use of violation enforcement, video tolling and other tolling purposes. This agreement will begin upon approval of the New York State Comptroller's Office and run until December 31st of 2026, with a maximum amount payable not to exceed \$1,580,000. The Department of Maintenance and Operations has funding provided in the current 22 budget year and will continue to provide funding in subsequent budget years. I'll pause for a moment for any questions anyone may have. Okay, thank you.

Joanne Mahoney: Any questions? Alright, so we need a motion to advance agenda item #5. Bob, thank you and second, thank you. All in favor?

All: Aye.

Joanne Mahoney: The motion is approved. Okay Jim #6.

Jim Konstalid: Thank you. I'm going to tie board items #6 and 7 together just for speed purposes. They are effectively the same agreement with two separate providers. Item #6 and 7 are authorizing Executive Director to execute two separate agreements; one with Kapsch Traffic Com and the second with Transcore for the purchase of E-ZPass tags. E-ZPass group consortium of tolling agencies and determines guidelines, rules, processes, and agreements to support the seamless operation of the E-ZPass system across 19 member states. Provide the seamless operation, members of the group are required to purchase compatible tags, readers,

other equipment. As a result of a previous request for proposals issued by MTA Bridges and Tunnels on behalf of the members of the E-ZPass group, the Thruway Authority entered into an agreement with Captch Traffic Com for the purchase of E-ZPass transponders and equipment. This agreement was authorized by the Thruway Board at meeting #68 on September 15th of 2021 and is set to expire on November 22, 2024. The E-ZPass group has determined that it is the best interest of the member agencies to issue an RFP for a nonexclusive agreements with multiple vendors in order to obtain competitive pricing E-ZPass transponders and equipment while still maintaining the high standards for technology that have been the cornerstone of E-ZPass program. Currently, there are two providers that provide transponders and equipment that meet the requirements of the E-ZPass group; they are Kapsch Traffic Com, and Transport. Annually, there will be an open enrollment allowing the potential for new vendors to be added to the agreement. The seven-year initial term of this new agreement began on December 13, 2021, the expiration date of this agreement will be December 12, 2028, with three additional 1-year options with a maximum amount payable \$25 million. Since it is not clear exactly which of the vendors the Thruway Authority will purchase transponders and equipment from each year, Authority Staff track the expenditures of each qualified vendor to ensure the combined expenditures do not exceed the \$25 million maximum amount payable. I'll for any questions you might have on this. I know this one is a little complex, effectively we're moving out of an agreement with one provider, right now moving into potential agreements with two providers, and there is a potential to add providers if they have compatible equipment that is more or less passed by the E-ZPass group.

Joanne Mahoney: Anybody have any questions for Jim? I have one, I'm wondering about that initial agreement, is it because we have a standard 30 day out or something in our original agreement that we were able to end that one early?

Jim Konstalid: I have my expert with me. I'm going to defer over to Eric.

Eric: The current granted with Kapsch has a termination for convenience clause in there and we will terminate that agreement up on the fully executed agreements that we're going to sign hopefully after Board authorization. So, we're in good position at that point.

Joanne Mahoney: Okay, any questions for Jim or Eric. Alright. I will take the votes separately. Can I have a motion to advance agenda item #6 with Kapsch. Thank you and I see a second. All in favor?

All: Aye.

Joanne Mahoney: No opposition, the motion is approved. And then may I have a motion to advance agenda item #7 with Transcore? So moved, Jose and a second? Heather. All in favor?

All: Aye.

Joanne Mahoney: The motion is approved. Agenda item #8, Jim.

Jim Konstalid: Thank you. Board item #8 authorizing the Executive Director to enter into a contract amendment with the Town of Grand Island for the provision of sewer services for the Western New York Welcome Center. In 2018, a temporary 1-year agreement was reached for the Town of Grand Island for sewer discharge for our Western New York Welcome Center, the Town of Grand Island's municipal sewer system. The original agreement was set to expire December 31st of 2019. This temporary agreement was renewed in 2019, and then renewed by the Thruway Board again in 2020 for a 2-year term. The last renewal is set to expire on December 31st, of 2022. The anticipated annual cost for sewer services will be between \$2,000 and \$3,000 annually depending on our usage. The new agreement is for a 25-year term commencing on January 1st of 2023, and ending December 31st, 2048, with a maximum amount payable not to exceed \$125,000. I'll be happy to pause now for any questions you may have on it.

Joanne Mahoney: Any questions for Jim. Alright. May I have a motion to approve this item?
Bob, second, Heather. All in favor?

All: Aye.

Joanne Mahoney: No opposition, the item is approved. And number 9, I think Jim this is your last one.

Jim Konstalid: Thank you Madam Chair. Board item #9 authorizing the Executive Director to execute an amendment to agreement C010601 with Mission Critical Partners, LLC for Tiberon CAD and ORMS system support. I'll just give you a little background. CAD and ORMS system is computer needed dispatch and records management system. This is the system that most emergency operation centers use. That's how we track accidents and incidents, just to give you a little background. Mission Critical Partners is a provider, and their system is called Tiberon just to kind of connect all the dots for you. So, the Tiburon Computer aided dispatch and records management systems, is a critical system used by the Thruway Authority Statewide Operations Center to perform incident management for vehicle accidents and incidents that take place on our system. Mission Critical Partners are or MCP currently supports a Tiburon system currently in use in our TSOC and therefore they are in best position to continue to support that critical system. in 2021, a single source contract was awarded to MCP to provide consulting services for maintenance of the Tiburon CAD ORMS system in TSOC. That contract had a 1-year term which has expired on August 11, 2022. First amendment to this contract seeks to extend the term for an additional 1-year period and increase the maximum amount payable to \$59,700 from it's original \$29,400. I would be happy to answer any questions you may have.

Joanne Mahoney: Thanks for that background. Any questions for Jim? May I please have a motion to approve? I see a second. All in favor?

All: Aye.

Joanne Mahoney: The motion is approved. Thank you very much, Jim, and we will move onto agenda item #10 and Josh Klemm I understand you're presenting this one.

Josh Klemm: Good morning, Madam Chair, members of the board. Item 10 is authorizing the Executive Director to execute a non-engineering personal services contract with Fugro USA Land, Incorporated to provide data conversion, Ivision 5 software, sod posting and maintenance support services. Ivision software is utilized at both maintenance engineering and Thruway Statewide Operations Center due to roadway images and analyze roadway data. This includes a capture of digital images, video logs, and geo special information which is then converted and uploaded into the Ivision software that provides a viewing and analysis tools for the data including, but not limited to, maps, charts intercourse with the stress overlays. The latest version of Ivision 5, we will benefit from a cloud-based solution which provides 5-years of data available from unlimited number of users. I'll pause at this time to take any questions you may have.

Joanne Mahoney: It seems like the way the world is right? Jose, do you have a question?

Dr. Veras: Be more specific regarding what type of data that would deploy.

Josh Klemm: Sure, so, they have vehicles that traverse the corridor and provide back images that we then overlay with our other systems. This includes mapping, charting, distress of road condition overlays on top of that data. So, it's actually acquired by a vehicle traversing in one direction each year along the right of way.

Joanne Mahoney: It's not capturing any data that we haven't already decided to capture, it's just overlaying data with other software packages?

Josh Klemm: Yes, correct. So, it integrates the data collected by the vehicle itself on the roadway and then we overlay it on additional information that we have. This is a solution that we've been using, its just now moving to a new platform so it will continued use there.

Joanne Mahoney: Alright. May I please have a motion to advance this item? Bob, and a second from Jose. All in favor?

All: Aye.

Joanne Mahoney: The motion is approved. Thank you, Josh. And you have agenda item #11 too it look like.

Josh Klemm: Yes, ma'am. Item 11 is authorizing an agreement with Crown Castle Fiber, LLC for the use of the New York State Thruway Authority's Fiberoptic system. Crown Castle as requested the use of the Thruway Authority's Fiber Optic system for its own use. We have agreed to and are seeking your approval of release of 16 fibers for a term of 23 years. The total fees payable to the Authority are \$930,615.80. And the breakdown of such is contained in Exhibit 1. I'll pause at this time for any questions you may have on this item.

Bob Megna: My question, I don't know if I've mentioned this on other ones, so is this like a standard length for these kind of use of fiber contracts?

Josh Klemm: That's correct. We do generally tend to be in a term of around 20 years. I think most of the telecommunication partners would love to see 30 or 40-year agreements but for us, I think 20 years is where we've kind of landed with them and this is usually agreeable term.

Joanne Mahoney: I had the opportunity I think last week or so to talk about the capacity that we have and there's a lot more. I don't remember the exact number you gave me.

Josh Klemm: Sure, this is on the Governor Mario M. Cuomo Bridge. That bridge has additional 408 fibers released as well as 5 ducts. End to end on the corridor, we have roughly 90 fibers in varying in some capacity on the corridor itself and 2 ducts that are available.

Joanne Mahoney: Any other questions for Josh? May I please have a motion? Thank you, and a second? All in favor?

All: Aye.

Joanne Mahoney: The motion is approved. And agenda item 12, 13, 14, 15 are all Frank. Welcome Frank.

Frank: Thank you Madam Chair and members, good morning. Next 4 items are all real estate related transactions. Action item #12 seeks your authorization to enter into a negotiation of the sale of parcel of property that is in the town of Clarkstown, Rockland. It would be a negotiated sale in the amount of \$85,000 which is the fair market value of the parcel. It is .135 acres of property, and we have an application from a local car dealership who has adjacent property there seeking to add onto their plot. That is item #12. Any questions?

Joanne Mahoney: I think we have to take them one at a time. Right? Any questions for Frank on this one. Could I have a motion? Second. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. Okay, number 13 Frank, thanks.

Frank: Thank you. Next item is requesting authorization for the release of a permanent easement to Greater Rochester Hospital Foundation. It is an easement that is in the Town of Batavia, Genesee County, and the Hospital Foundation will be paying \$88,500 for the release of this easement which is on approximately just under half an acre. It was originally 1954 easement to accommodate an open drainage.

Joanne Mahoney: Anybody have any questions? Could I have a motion? Second, Bob. All in favor?

All: Aye.

Joanne Mahoney: Motion is passed. Agenda item #14.

Frank: Thank you, Agenda item #14 relates to a request for land acquisition services agreement with Greeman-Pedersen Inc. for a 5-year term not to exceed \$150,000. The funds are in the capital budget. This is for services for land acquisition, construction projects, maintenance projects, and operations projects.

Joanne Mahoney: Any questions? I will move this. Second, Bob. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. And the last one for Frank is agenda item #15 please.

Frank: Thank you. Item #15 requests your authorization for a renewal lease for the Buffalo Division in Erie County. The current lease expires on September 30th of this year, this month. It will be renewing the lease for 10-year term with an optional 10-year renewal on that. The maximum pay for the lease would be \$4 million for rent and escalations over that period.

Joanne Mahoney: Over that whole 20-year period if its extended?

Frank: Yes.

Joanne Mahoney: Any questions for Frank? Alright, I make a motion to approve. Can I have a second, Bob. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. Thank you very much, Frank. And we'll move onto Rich Lee for agenda item #16 please, welcome.

Rich Lee: Good morning, Madam Chair and board members. Today, I'll be presenting a total of 9 items to the Board. The first 7 will be requesting approvals for engineering term agreements, all 7 are for 3-years with for an option from the Authority to extend two additional 1-year terms. They also include our standard 30% MWBE goals and 6% SVDOB goals. Sufficient funding for these term agreements is provided for in 2022 to 2026 contracts voting. Item number 16 is for approval of D214886 which is for bridge design support services in the New York Division. Has a maximum amount payable of \$4 million. 16 firms submitted letters of interest, the selected firm is AECOM USA, Incorporated. Any questions?

Joanne Mahoney: I just ask the same question all the time. But you refer to it as all of these contracts have these 30% goals. Does that mean we're meeting all of these goals in all of these proposed contracts?

Rich Lee: Generally, I think Annie could probably give you more detailed information, but on the engineering side, our numbers are very good. Most of our firms do meet their goals and, in some cases, actually exceed it.

Joanne Mahoney: Okay. So, then maybe going forward, if you have any exceptions for that, let us know. So, agenda item #16 I'll make a motion to approve. Bob, second. All in favor?

All: Aye.

Joanne Mahoney: Agenda item #16 is approved. And 17.

Rich Lee: Yes, 17 is for approval of D214887 which is for bridge design support services in the Albany and Syracuse Divisions. It has a maximum amount payable of \$5.5 million. 19 firms submitted letters of interest, Green-Peterson, Incorporated is the selected firm.

Joanne Mahoney: Any questions? I make a motion to approve? Second, Jose. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved.

Rich Lee: Item #18 is for approval of D214888 which is for bridge design support services in the Albany Division. This one is primarily for the Castleton Bridge. It has a maximum amount payable of \$3 million. 12 firms submitted letters of interest. Green-Pedersen, Incorporated is the selected.

Joanne Mahoney: Any questions? Could I have a motion to approve? Heather and a second Jose. All in favor?

All: Aye.

Joanne Mahoney: Hearing no opposition, the motion is approved. And I understand Heather, you're recusing yourself from agenda item #19 but we still have enough people here to vote, is that right Tanya? Cause I know Steve is out.

Tanya: Yes.

Joanne Mahoney: Okay. So, Heather has recused herself and Rich the floor is yours.

Rich Lee: Item #19 is for approval of D214889 which is for bridge design support services in the Buffalo Region. Has a maximum payable of \$4.5 million. 10 firms submitted letters of interest. Stantec Consulting, Incorporated is the selected firm.

Joanne Mahoney: I'll move that? Any questions for Rich on this one? Second, Jose. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. And I have you on the next 3 so let's keep going Rich.

Rich Lee: Item #20 for approval of D214890 which is for highway design support services in the Albany and Syracuse Divisions. It has a maximum payable \$3 million. 10 firms submitted letters of interest. Stantec Consulting Services, Incorporated is the selected firm.

Joanne Mahoney: Any questions? Motion please? Jose, I'll second it. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. 21.

Rich Lee: Item 21 for approval of D214891 which is for highway design support services in the Buffalo Division. The maximum amount payable is \$3.5 million. 8 firms submitted letters of interest. And the selected firm in this case is Mott McDonald New York, Incorporated.

Joanne Mahoney: Any questions? May I have a motion? Bob and Jose second. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. 22.

Rich Lee: Item #22 is for approval of D214892 which is for highway design support services in the New York Division for I95 only. Has a maximum amount payable of \$3.5 million. 8 firms submitted letters of interest. Lockwood Kessler and Bartlett, Incorporated is the selected firm.

Joanne Mahoney: Any questions? Could I have a motion? Jose and a second, Bob. All in favor?

All: Aye.

Joanne Mahoney: That motion is also approved. Agenda item number 23 and 24 are yours as well.

Rich Lee: Okay item #23 is a request to authorize the Executive Director to issue a waiver of competition and execute a contract with VSL International, Incorporated for work on the Governor Mario M. Cuomo Bridge. This request is made in accordance with the Authority's determined contract policy. VSL is the original supplier and installer in this case; thus it is in the Authority's best interest to contract with them, which minimizes our overall costs and risk. Therefore, we are requesting approval from the Board for the Executive Director to institute a contract with VSL International, Incorporated for a maximum amount payable of \$5 million. Sufficient funding has been set aside for this purpose in the 2022 capital budget.

Bob Megna: Rich what's this for?

Rich Lee: This particular work is for, they were the actual installer of the stay cable anchorage system, and this is to facilitate future installation of the supplemental a load path, which will assure durability and longevity for the structure that as you know is 100 years life.

Joanne Mahoney: My understanding is some redundancy, is that right?

Rich Lee: That's correct like belts and suspenders.

Joanne Mahoney: I think that's how you characterized it the other day. Does anybody else have any questions for Rich on this? Could I have a motion? Bob and a second Jose. All in favor?

All: Aye.

Joanne Mahoney: Motion is approved. And number 24.

Rich Lee: On August 24th, 2022, the Authority let a contract to replace the North Avenue Bridge at mile post NE5.76. A low bid of \$31,827,000 was submitted by JD Annunzio & Sons, Incorporated. The fact that we received 8 bids for this project demonstrates that we had adequate competition and a bid evaluation concludes that the bid is reasonable and reflects equitably the work described in the contract document. Authorized construction budget last adjusted several months ago was \$26 million. A majority of the cost increase is due to continued rise in steel prices since the project budget was calculated and additional costs associated with bridge demolition and remobilization of drilling equipment caused by the three construction stages which were ultimately agreed upon. Board authorization is requested to approve an additional \$5,827,000 for TANE 22-22B D214321A thus revising the contract value to \$31,827,000. Sufficient funding is available from project deferments and bid savings on the 2022 contracts program. Any questions on this item?

Joanne Mahoney: No, it's a pleasant surprise that you have bid savings to use in this climate?

Rich Lee: So far, we've been doing rather well, so my fingers are still crossed.

Joanne Mahoney: Any questions for Rich. Could I have a motion? Bob and a second.

Bob Megna: Hey Rich this is Bob, so I'm going out of order, but I don't have a real issue but a question, do any folks that may have bid on these projects in the past ever come back and say, what are you doing in terms of like increasing the amounts then, or is this something that's accepted in the industry as to the standard given costs?

Rich Lee: Yeah, well, I mean out budget, I guess I don't fully understand the question, but our budgets are set up a little different than say a state agency would. We have our construction budget is kind of laid out and approved by the Board ahead of time, and we have...

Bob Megna: No, no Rich, I was saying, we don't have to dwell on this, I can talk to you later. This is really about this was a contract we had already let out and we're changing the amount of the contract, right?

Rich Lee: No, sorry, no, this is a contract that we let and the low bid we received was \$31,800,000. Our budgeted amount, which the Board had approved previously was \$26 million. So, what this request is for, is to change the Board approved budget involved for this project through to the low bid amount of \$31,827,000. So, we're not changing anything after the fact, this is what they bid based on the contract documents that we advertised.

Bob Megna: Got it. I already approved voting for it, so it doesn't matter anyway.

Joanne Mahoney: No, we didn't get that far yet. I was just about to say that. We have a motion and a second. All in favor?

All: Aye.

Joanne Mahoney: Alright, that motion is approved. Thank you very much, Rich. And the final action item although I don't think we have to vote, is agenda item #25 and Andy probably is going to present. Welcome, Andy.

Andy: Good morning, Chair Mahoney, Director Driscoll, members of the Authority Board. As always, it's an honor to be with you today. I'm here to present the attached report on procurement contracts and other agreements up to \$300,000 executed by the Executive Director during the period April 1st, 2022, through June 30th, 2022. Prior to discussing the report, Director Driscoll asked me to share with you some exciting progress today. For fiscal year 21/22, the Thruway Authority achieved a 23.84% MWBE utilization percentage, the highest in it has achieved in many years. For contacts in fiscal year 2018/2019, the percentage was 16%, and this improvement is a testament to the outstanding efforts of all Thruway staff working together with our Contracts Compliance Team. I would also like to acknowledge and thank Director Driscoll and the Executive Team for their support and leadership in recognizing the need to consolidate all of our procurement staff under a centralized office of Procurement Services. The news I am sharing today is a direct result of those efforts. And Chair, to help with your question about the percentages on agreements, for fiscal year April 1st, 21 through March 31st, 22, our MWBE SDVOB MWBE percentage was just above 29% out of 30 and the year prior to that, it was approximately 32%. And those agreements are carefully monitored, and it is part of the evaluation of new agreements to ensure that both that each prime has a meaningful participation goal attached with firms identified and we do monitor that process carefully as assignments are made to each agreement.

Turning back to the attached Exhibit 1, as you can see, there were 9 professional services contracts executed in the second quarter of 2022; 3 were amendments to existing contracts, and there were 6 new contracts. As always, thank you for the opportunity to speak with you today and I'll be happy to answer any questions that you may have.

Joanne Mahoney: Any questions for Andy? I will express my gratitude. I ask that question a lot and I really appreciate you and Director Driscoll and your whole team ensuring that those are meaningful numbers and that they represent real work for people. So, that's terrific. Thank you very much. I don't think we have to vote on that, so, we'll move now to Director Driscoll's report. Welcome Director.

Director Driscoll: Well, thank you. I've got a couple of items here. And I want to start with recognizing two longstanding, dedicated individuals who will be retiring soon. I should also say that have been very loyal to this organization, and on a personal note have been very supportive of me here during my tenure. So, I'm going to do these with no appearance of favoritism, I'm going to do these in alphabetical order. Beginning with John Barr. John began his career in state service in 1987 at the Department of Agriculture and Markets, since that time he has held various positions in state government including serving as a Deputy Director in the Executive Chamber. Immediately prior to joining the Authority Executive Team, John was the Executive Deputy Commissioner at Civil Service. During his nearly 16 years here as the Director of Administrative Services, John assisted in providing guidance to executive staff on many, many matters related to negotiating collective bargaining agreement which he is doing right now, expanding the Authority's Diversity and Inclusion program, establishing positions to manage the Governor Mario M. Cuomo Bridge Project, transitioning Canal Corporation Staff to the Power Authority, mitigating the effects of staffing adjustments related to all electronic tolling, and most recently, keeping Authority employees safe during the COVID-19 pandemic. He and his staff worked tremendously hard over that period of time. John credits his success to his department and his dedicated staff. He is looking forward to spending time with his family and friends during retirement. And again, I want to thank him for his professionalism, his support here at the Thruway Authority, and I think all of us, we wish him the very best of luck in future endeavors. A round of applause for John.

Bob Megna: I might just add, during my very short stay, John had some very difficult things to do. And he did them I felt very professionally in a difficult situation. So, I would like to thank him for that over a short period of time, but I know over a long career he has done that pretty much for that whole period. So, again, that's just my personal thanks.

Joanne Mahoney: John, when is your last day?

John Barr: It will be Friday, September 23rd in tandem with my parent's 61st wedding anniversary.

Joanne Mahoney: Perfect. I wish you all the best and I hope to see you again, but thank you, I echo what Bob says. Thank you for your help along the way.

John Barr: Thank you, Chair.

Joanne Mahoney: And this is the first time that Eric Christensen has been at the short end of an alphabetical list right?

Director Driscoll: Yes, that is true. And to that point, Eric Christensen who is our Deputy Director of Operations and he is also retiring after more than 36 years of dedicated service to his Authority. He began his career in 1986 as a Thruway Restaurant Inspector and from there Eric has had a very impressive career, growth path involving many initiatives including launching the original E-ZPass program, helping lead the conversion to cashless tolling which was a very difficult and demanding progress, and I can tell you firsthand that he lived that everyday and every night. He is our resident expert in all things E-ZPass operations. He has also worked on the New York Bridge Project, the Service Area Redevelopment Project, and the rollout of the upcoming Work Zone Speed Enforcement Program. And that is truly just to name a few. He has also been instrumental during his career in our snow and ice response and emergency situations. He has been a true leader in this organization, and he will be missed. We wish he and his family the very best in the years ahead, and I just want to say again, on a personal note, I call Eric very often, weekends, nights, a lot of nights. Eric always answers his phone and has just always been super supportive of me and this entire organization. So, I thank you very much for that. Round of applause for Eric.

Bob Megna: Eric, you still look too young to be retiring.

Eric Christensen: My license says otherwise.

Joanne Mahoney: Eric, when is your last day?

Eric Christensen: Thursday, September 29th.

Joanne Mahoney: Wow, that's a lot of talent all at one time. I wish you the best and that's an interesting career to go from restaurant inspector to expert on cashless tolling systems. You have clearly kept up with things over the arc of your career.

Bob Megna: I think Eric is an expert at most of the stuff that Thruway does, I think would be my guess.

Joanne Mahoney: Get his phone number, Matt.

Eric Christensen: He has it, thank you.

Joanne Mahoney: Congratulations and thank you.

Director Driscoll: Well, deserved for both individuals. So, lastly, Board members I want to inform you that the Authority has restarted its registration suspension enforcement program after pausing it for a few years. The initial pause started out as a refocused educational approach only to be continued because of the pandemic. It's important to note that this is an enhanced program, building on several years of improvements to the system. Therefore, it's not simply relaunching the same enforcement that existed in 2018. We've come a long way since the Tappan Zee Bridge went cashless in 2016, and at that time, it was only the second bridge in the Tri-State area that was solely cashless. Customers without E-ZPass were entirely unfamiliar with the process

and didn't understand that a toll bill would be mailed to them. They also didn't know that they needed to have their most up to date address on file with DMV as required by law. We experienced lots of growing pains. Some customers who had their registrations suspended never knew they had any violations with us. Because of this, we paused enforcement of registration suspensions and stopped sending delinquent accounts to our collection agency. We immediately created an action plan that focused on education, awareness, and outreach to the public that focused on the following initiatives:

We installed new signage in advance of the bridge and other tolling locations.

We simplified the billing statements and changed mailing envelopes so people wouldn't think they were junk mail or ignore them.

We reduced the bridge's violation fee from \$100 to \$50 in May.

We offered an amnesty program to help customers get started over with a clean slate.

We traveled to Staten Island and visited the conduit call center. Upon conclusion of that site visit, they were directed to reduce call wait times through enhanced technology and to increase staffing levels at their call centers.

We accelerated the first toll bill to 10 days in crossings instead of 30.

We upgraded the toll by mail website to allow customers to search and pay for their tolls online by license plates.

We've also allocated more than \$550,000 E-ZPass and cashless tolling marketing campaigns between 2020 and today. In all, these three campaigns have generated more than 90 million impressions utilizing platforms such as billboards, radio advertisements, Google search engines, and social media. More than 150,000 new E-ZPass accounts were opened as a direct result of these campaigns of which we will continue.

The plan was to launch the registration suspension program in early 2020 only to have the COVID pandemic emerge. The global economy came to a haul with tens of thousands of people out of a job or losing their jobs. As you may recall, to protect our toll collectors and customers, we stopped collecting cash for tolls and created a mail-in program from March through June in 2020 to avoid personal contact at the toll booths. Obviously, with the economic hardships that families were facing, we would not begin suspending registrations once again. However, during this pause, we continued to retool the program. In 2021, we further revised our violation policy to reduce the fee from \$50 a trip to \$50 per violation notice in anticipation of restarting the suspension program again. We also created an office of the Toll Payer Advocate to assist customers who were unable to resolve their toll concerns using the customer service center. And to recommend administrative system and customer service reforms. The office serves as an ombudsman to help ensure that toll payers receive fair and responsive treatment, helps identify and resolve problems and recommends reforms to improve customer service. This year, we began a COVID relief settlement program for customers who fell behind during the pandemic. We've collected nearly a million and a half dollars and customers are still able to pay on the settlement program. I think you all know; we continually strive to have a customer sensitive approach for collecting tolls. As you're aware, we operate and maintain the system through our toll revenues. We receive no federal, state, or local taxpayer dollars. We believe its only right that everyone pays their fair share which is why we reinstated our enforcement program once again. We want to thank you for your support on that as well.

Joanne Mahoney: Thank you for that report. Anybody have any comments or questions for the Director? I have appreciated along the way Matt that you've kept us apprised of all of the improvements that have been made anticipating that this day is coming. And I don't think it's a widely known fact that we don't collect tax dollars and that its user fees that maintain the quality of the road and so, while nobody wants to be talking about enforcement and fines, it's the way that we keep the public safe using our road and we can't be negligent in collecting fees to do that. So, I appreciate that. Any other comments or anything from Matt before we move onto the public comment period? Alright, thank you Director Driscoll.

Director Driscoll: Thank you.

Joanne Mahoney: Now Tanya we are on the public comment period for general Thruway Authority matters. Do we have someone who has requested to speak to the Board on General Thruway Authority matters?

Tanya: We received two comments; The first one is from Murray Bodin. His comment was, "The infamous MUTCD will be modified to reflect distracted drivers to be able to drive themselves. It is sad that the Thruway refuses to recognize the value of this consistent information with regard to safety. A former Thruway Chief Engineer taught me the value of consistent information. I have/had a number of very good mentors. Thank you all. This meeting should be in person. I will not watch because it will only upset me. Murray Bodin.

The second comment is from Cooper Young, Assistant Pastor with Crossroad Community Church in Chittenango, wrote to the Board on September 9th, 2022. In his letter Mr. Young requests the Board to consider having a new exit on the Thruway between Canastota interchange 34 and Syracuse interchange 34A. Mr. Young is a lifelong resident of the town of Sullivan and is an alumni of Syracuse University. Mr. Young states, "Route 5 is what prevents many from experiencing all that East Syracuse has to offer from Sullivan Beach to the Wild Animal Park at Green Lake State Park and Chittenango Falls State Park. An interchange will also provide better accessibility form the north Chittenango Fire Department and Chittenango Central School District." Mr. Young's whole letter will be included in the record of today's meeting. Thank you. That's it.

Joanne Mahoney: Thank you. I'll get you never forget how to say Chittenango. Thank you. That concludes the public comment period for General Thruway Authority mattes. Is there any new business that any of the Board members would like to bring before the Board? Alright, seeing none, may I please have a motion to adjourn. Jose? Second, Heather. All in favor?

All: Aye.

Joanne Mahoney: We are adjourned. Thank you all. See you all very soon.

Cooper Young

**Assistant
Pastor**

—

**CrossRoads Community
Church**

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9 SEPTEMBER 2022

To Chairmen Mahoney and Members of the Board,

It is with great humility that I write in request of an improvement to be made to our New York State Thruway. I believe, to the benefit of all involved, that an added exit between Canastota Interchange 34 and Syracuse Interchange 34A would greatly improve the well-being of all surrounding communities.

As a lifelong member of the Town of Sullivan and graduate of Syracuse University, I understand the ease in which the Thruway System provides in being able to best connect to all regions within the great state of New York. As a public servant through the local church, I have both heard the needs of residents in being able to have an easier commute to work in Syracuse as well as developed my own vision for all that a more accessible interchange would offer this community.

In not only being a student at Syracuse, but also the mascot, I was able to go into all of the various communities that make up such a wonderful city and see the many opportunities that are present to help serve in various capacities. As a pastor, I would love to lead my congregation into better engaging with the various cultures that are present in Syracuse through serving the needs of these peoples, but find the greatest barrier to be the location of our church. We are seemingly close in proximity, but it can feel so far away with a long drive filled with stoplights.

I know that the drive on route 5 is also what prevents many from experiencing all that Easy Syracuse has to offer from Sylvan Beach, to the Wild Animal Park, to Green Lakes State Park, and Chittenango Falls State Park to name a few. An interchange would also provide better accessibility for the North Chittenango Fire Department and Chittenango Central School District.

I have been made aware that a conversation had been had previously, before the times of cashless tolling, to install this interchange at the intersection of the Thruway and Lakeport Road, but that the project seemed too cumbersome and expensive. However, now that cashless tolling is evermore frequent, I believe the time is now to begin plans for the exit that was once wisely and widely sought after.

For your consideration,

Cooper Young