

New York State Thruway Authority
Board Meeting
March 25, 2025

Joanne Mahoney:

Thank you. Good afternoon. I am Joanne Mahoney, Chair of the New York State Thruway Authority Board of Directors. Welcome to our March 25th, 2025, meeting. And I'm attending the meeting from the New York State Thruway Authority Headquarters in Albany. Joined by Bob Megna, Dr. Veras, Joan McDonald, Heather Briccetti Mulligan, Norman Jones, and the New York State Thruway Authority staff. Thank you all for being here. Paul Tokasz is sitting in on our meeting, virtually. Welcome. Today we're going to start with the Finance Committee, Bob chairs that committee, also serving. Dr. Veras and I am ex officio. So Bob, when your phone is done, will you please convene? I just turned mine out. Will you please convene the meeting? Perfect timing.

Bob Megna:

Sure. Happy to do that. First item is approval of the minutes of the Finance Committee meeting, number 80. Are there any questions or comments on the minutes?

Committee Members:

No.

Bob Megna:

If not, can I have a motion to move the minutes?

Committee Members:

So moved.

Second.

Bob Megna:

Any further discussion? If not, all in favor?

Committee Members:

Aye.

Bob Megna:

Any opposed? The motion is approved. The next item is review and approval of the November and December 2024 financial reports. Dave Malone will present.

Dave Malone:

Good afternoon, everyone.

Committee Members:

Hello.

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Dave Malone:

This item seeks committee's approval to advance to the full Board the November and December 2024 monthly financial reports. We ended 2024 with \$400.5 million toll transactions, which was an increase of \$5.4 million, or 1.4%, compared to 2023. That consisted of \$338.2 million passenger transactions, which was an increase of \$5.5 million, or 1.7%, compared to 2023. And \$62.3 million commercial transactions, which was a small decrease of 100,000 transactions, or 0.2%, compared to 2023. As we've talked about in past meetings, these results well exceeded our original 2024 forecast, which called for decreases of 1.5% and 4.7% for passenger and commercial traffic, respectively. One other item of note, 2024 is the first year since the pandemic that our passenger traffic exceeded pre-COVID levels. So overall, traffic went above in 2022. But specifically with passenger traffic, 2024 was the first year that we exceeded 2019.

Committee Members:

People are back out.

Dave Malone:

People are back out, yeah. So based on those traffic results, 2024 revenue from tolls and related fees was \$1.05 billion. That's an increase of \$159.5 million, or 18%, compared to 2023. Passenger revenue increased \$97 million, or 21%. Commercial revenue increased \$57.9 million, or 16%. With both of those increases being driven by the toll adjustments that went into effect on January 1st of 2024. Total revenues in our revenue fund were \$1.1 billion. That consisted of the previously mentioned tolls and related fees, plus \$41 million of interest earnings deposited to our revenue fund, \$12 million of lease revenues, and \$11 million of other miscellaneous revenues. Also, from a revenue perspective, 2024 is notable since it's the first year that Thruway revenues have exceeded \$1 billion, in the history of the organization. In relation to our 2024 revised revenue plan, we ended the year, \$27 million, 2.4%, below the plan.

Switching to operating out costs, funded operating expenses and provisions for 2024 were \$484 million. This figure includes cost for both Thru operations and State Police Troop T. The revised budget for these costs was \$487 million. So for operating costs, we ended within 1% of our budget level. Comparing those operating costs to 2023 actuals, we were up \$38 million, or 8.6%, in 2024. Maintenance and repair cost increased \$11 million as a result of cost associated with bridge hits and timing of payments. Employee benefit cost increased \$9 million, primarily due to higher health insurance rates and pension contributions. Cashless toll administrative costs increased \$6 million, with a lot of that related to credit card fees associated with the higher toll amounts that we collected, as well as marketing fees for new fiber optic user agreements executed in 2024. As well as salt usage, related to winter storms, also contributed to the increase.

Finally, total cost for 2024, all costs was \$1.21 billion. That's the previously mentioned \$484 million for operating costs plus \$356 million for debt service, and \$371 million invested into capital projects and equipment. Our revised 2024 spending plan called for total spending of \$1.28 billion. So we ended the year under budget by \$72 million, or 6%, with the vast majority of the underspent being tied to timing of cash flow for our capital program. And we anticipate carrying over a significant portion of that \$72 million to fund capital program obligations in 2025. Lastly,

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a quick update on early 2025 results. The story so far in 2025, budget wise, has been the weather. Year-to-day traffic through mid-March is down 1% compared to the same period in 2024, with those decreases tied to the numerous storms that we've experienced in January and February of this year. And with that, I can answer any questions the committee may have.

Bob Megna:

Any questions for Dave? I have one, but anyone else?

Committee Members:

No, no questions.

Bob Megna:

When we say truck revenue as opposed to traffic, where is... I know you just said it, but can you remind me?

Committee Members:

Here.

Dave Malone:

I have to put my glasses on for this one, Bob. It's a small number. Okay, yep. So commercial traffic for the year was \$444 million compared to \$365 million in the previous year. So out of all of our toll revenue, which was a little over \$1 billion, \$444 million of it was from the commercial trucks.

Bob Megna:

Okay, and that sounds like a pretty big increase, if I heard you, compared to the prior year.

Dave Malone:

Yeah, it was close to \$60 million.

Bob Megna:

And how much of that was a toll increase? Or is that all less-

Dave Malone:

Essentially all of it. Commercial traffic was almost dead flat from year to year. So, the increase was specifically the toll adjustment.

Bob Megna:

So, the question I'm trying to get at is something that you guys have been talking about, but, what's happening to the truck traffic on the Tappan Zee? Has that leveled off too or has that continued to go... Because it was headed down, but I was just curious where that is.

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Dave Malone:

It's a great question. It dropped a little bit immediately after the toll increase on January 1st of 2024. We've seen a little bit more of a pronounced decrease, that started in November. It's actually something that we're looking really closely at right now, trying to understand exactly why that is. Certainly, there's a shift in some commercial traffic to the GW. And it seems to be primarily among commercial trucks that have out of state E-ZPass tags, because the rate change was different there than it was for New York E-ZPass. So, there is some shift going on there. But it's a great question, and I think by the time we're having the next Board meeting, we might have a little bit more information on the exact percentages, and the reasons why. But there's definitely been a little bit of a shift in the last four to five months.

Bob Megna:

Thank you. That's just putting all this stuff together that you said. Right. Any other questions for Dave? If not, can I have a motion to advance the item?

Committee Members:

So moved, second.

Bob Megna:

All in favor?

Committee Members:

Aye.

Bob Megna:

Any opposed? The motion is approved. Number three is approval of the Authority's investment transactions for the fourth quarter of 2024, and Dave will present this too.

Dave Malone:

This item seeks the committee's approval to advance to the full Board the investment report for the fourth quarter of 2024. Exhibit A, the item details all the investments purchased during that quarter. And Exhibit B details the investments held as of the last day of the quarter. During the fourth quarter we purchased \$2.27 billion in investments. Comprised of 2.2 billion in Thruway authority funds, \$24 million in state hit revenue bond program funds, and \$28 million in trust fund bond program funds. As of the last day of the quarter, we held investments with a par value of \$1.39 billion, comprised of \$1.3 billion of Thruway, 413 billion of state pit, and \$33 billion in trust fund. The average yield for Thruway Authority funds was 4.4% during the quarter, with a weighted average maturity of 63 days. It represents about a 65 basis points decrease compared to the third quarter of 2024 and reflects the rate cuts that the Fed made during that period of last year. And with that I can answer any questions the committee may have.

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Bob Megna:

Questions for Dave? If not, can I have a motion to advance the item?

Committee Members:

So moved. Second.

Bob Megna:

And all in favor?

Committee Members:

Aye.

Bob Megna:

Any opposed? The motion is approved. The fourth item is review and approval of the annual investment report. And again, Dave will present.

Dave Malone:

There's a little bit of overlap here. So this item seeks the committee's approval for the authority's annual investment report for 2024, as required by Public Authorities Law. Included in the item is our investment policy, a report from our independent auditors, BST, regarding our compliance with the investment policy for the fiscal year ending December 31st, 2024, and a report of all of our investment activity for the year. The investment policy that you're being asked to approve today has no changes compared to the policy approved by the committee last April. In BST's report on investment compliance, indicated that for our 2024 fiscal year, our investment program complied in all material respects with the requirements we're obligated to adhere to in the policy.

During 2024, we made a total of \$12.5 billion in investment transactions, \$9.8 billion in Thruway funds, \$79 million of state dedicated trust fund bonds, and \$2.6 billion of state personal income tax bonds. We earned \$67.5 million of interest on Thruway Authority investments, \$1.1 million on the state trust fund investments, and \$12.3 million on the state PIT investments. And overall, the average yield on the Thruway Authority investments over the course of the year was 4.96%. And with that I can answer any questions.

Bob Megna:

Questions for Dave? If not-

Jose Holguin-Veras:

I was-

Bob Megna:

Oh, go ahead.

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Jose Holguin-Veras:

I have a question related to both to this topic and the forecast of revenues. Do you have any idea about the impacts of a tariff, like a war, in our revenues? What's your take on that?

Dave Malone:

I don't know what the impacts are going to be yet. We haven't talked to our traffic advisors about that. Certainly, I would think the first implication, that it would have a negative impact on traffic if it ultimately slowed down the economy. Especially with, we have a decent number of trucks that come from Canada, so could have an impact there. We haven't seen any of that impact, though, to this point in time.

Jose Holguin-Veras:

Yeah, that makes sense.

Bob Megna:

Any other further discussion on this item? If not, can I have a motion to advance the item?

Committee Members:

So moved.

Second.

Bob Megna:

All in favor? Aye?

Committee Members:

Aye.

Bob Megna:

Any opposed? The motion is approved. Fifth on the list is review and approval of the 2024 annual procurement report. And we have, Dave Malone and Andy Trombley will report.

Dave Malone:

Thank you. So this item seeks the committee's approval of our 2024 annual procurement report, as required by Public Authorities Law. Included in the item are schedules of our procurement contracts, with 2024 spending activity. Information on the two bond sales we completed in 2024 and a copy of our procurement policy. During 2024, we paid a total of \$475 million on procurement contracts, that compares against \$422 million spent in 2023, with the higher spending levels indicative of the increased investment in the capital plan that we put into place. For further breakdown of that, \$337 million was paid on low-bid contracts, consisting of \$278 million on construction contracts and \$59 million on other low-bid commodity and service agreements. And

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\$138 million on best value contracts, with a breakdown of \$95 million for non-engineering personal service agreements, which includes leases, and \$43 million on engineering and other architectural agreements. Unless otherwise specifically authorized by the Board, the current contracts awarded in 2024 comply with the procurement policy included in the item. And with that Andy and I can answer any questions that the committee may have.

Bob Megna:

Andy, come on, give us a...

Andy Trombley:

Dave's done such a great job.

Joanne Mahoney:

You're a good delegator, though.

Andy Trombley:

Yes.

Dave Malone:

Thank you. We flipped the coin before the meeting.

Bob Megna:

Any questions for them?

Joanne Mahoney:

It feels like the additional money that the Thruway Authorities is bringing in is being spent to improve the system, and that is what my singular focus is with that toll increase. So I appreciate that you always report out on that fact, the reason for the increase. So thank you.

Bob Megna:

Any other points or questions? If not, can I have a motion to advance the item?

Committee Members:

So moved.

Second.

Bob Megna:

All in favor? Aye.

Committee Members:

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Aye.

Bob Megna:

Any opposed? The motion is approved. Next, we move on to other business. Is there any other business for the committee? If not, I will move to adjournment.

Joanne Mahoney:

And I will second it.

Bob Megna:

All in favor?

Committee Members:

Aye.

Bob Megna:

The committee is adjourned.

Joanne Mahoney:

Thank you very much. Next up is the Governance Committee, which is chaired by Heather Briccetti Mulligan. Its membership includes Norman Jones, Paul Tokasz, and I serve ex officio. Heather, will you please convene the meeting of the Governance Committee?

Heather Briccetti Mulligan:

All right, the Governance Committee meeting is hereby convened.

Joanne Mahoney:

Thank you.

Heather Briccetti Mulligan:

Thank you, Chair Mahoney. The first item on the agenda is approval of the minutes of Governance Committee meeting number 38, and it was provided in the materials. Could I have a motion to approve the minutes?

Committee Members:

So moved.

Second.

Heather Briccetti Mulligan:

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All in favor?

Committee Members:

Aye.

Heather Briccetti Mulligan:

Any opposed? Hearing none, the motion is approved. The next item on the agenda is review and approval of bylaws and certain authority policies. To be presented by Sandra Rivera, general counsel.

Sandra Rivera:

Good afternoon. So, this is the annual review of various policies of the Authority. And staff has conducted review of six policies. Those policies are the real property management policy, the personal property disposal policy, procurement contracts policy, whistleblower policy, code of ethics governing employees, and code of ethics governing Board Members. Upon review, there are no substantive changes that needed to be made. But we did make some updating regarding the various names and titles that would be consistent with some changes that we made last year, related to changes in department head titles. In addition, the real property management policy was updated, just to be consistent with Public Authorities Law. Related to when the office of state controller approval is required, related to real property disposal.

Heather Briccetti Mulligan:

All right. Any questions? Any discussion? Could I have a motion to advance this item?

Committee Members:

So moved.

Second.

Second it.

Heather Briccetti Mulligan:

All in favor?

Committee Members:

Aye.

Heather Briccetti Mulligan:

Any opposed? The motion carries. Is there any other business to discuss? Hearing none, I would entertain a motion to adjourn today's meeting of the Governance Committee.

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Committee Members:

So moved.

Second.

Sandra Rivera:

All in favor?

Committee Members:

Aye.

Sandra Rivera:

That concludes the business of the Governance Committee. The meeting is adjourned.

Joanne Mahoney:

Thank you for concluding the business of the Governance Committee.

Sandra Rivera:

Very exciting.

Joanne Mahoney:

At this time, I'd like to call to order the Board meeting of the New York State Thruway Authority, number 768. The scheduled meeting has been duly noticed as required by the open meetings' law. May I please have a motion to enter the Board meeting?

Committee Members:

So moved.

Second.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

We are now in the full meeting of the Board. And our first order of business is the public comment, for speakers to address items on today's agenda. Julie, has anyone signed up to provide in-person comments, or sent in written comments regarding today's agenda items?

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Julie Miskinis:

No, not for today's agenda.

Joanne Mahoney:

Okay. That concludes the public comment period on today's agenda. And the next order of business is the approval of the consent items. May I have a motion to approve consent items, numbered 1 through 6?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

Hearing no opposition, the consent items and resolutions are approved. And we'll move on to the action items. Diana Nebiolo will present item number 7, please.

Diana Nebiolo:

Good afternoon. This item authorizes the Executive Director to execute a seventh amendment to agreement 6100739, with Conduent state and local solutions for E-ZPass New York Customer Services Center. As we've discussed previously, Conduent, our contractor who administers our tolling system, is in the process of developing a new highly dynamic secure cloud-based system, which will provide the New York tolling agencies with a lot more functionality and versatility and improve overall customer experience. As you know, this inversion has been an incredibly significant undertaking, and delays in this kind of a transition or transformation are not uncommon. While I'm pleased to announce that we are on track for a new system to go live, with the target date of April 15th, the current Conduent contract expires on March 31st.

Joanne Mahoney:

Figures.

Diana Nebiolo:

Exactly. So today, out of an abundance of caution, I'm seeking approval for the Executive Director to extend the current contract term with Conduent for a period of three months, to operate our cashless tolling system, as well as \$15 million in additional funds to cover the continued cost over

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the three-month extension period. This extension will ensure that there's no disruption in toll processing, or any negative impacts to customers as a result of the conversion. I'd be happy to answer any questions you may have.

Joanne Mahoney:

I'm just wondering if-

Bob Megna:

Just don't call for 8. That's my view.

Joanne Mahoney:

Is three months long enough?

Diana Nebiolo:

We are on track for April 15th, go live date. And all of the tolling agencies are very confident that we will meet that date.

Committee Members:

That was my question.

Joanne Mahoney:

Okay. Okay, any more questions for Diana? All right. May I please have a motion to approve the authorization of the Executive Director executing a 7th Amendment to counterweight?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

Hearing no opposition, the motion is approved. Thank you. The next item will be presented by Chris Jones.

Chris Jones:

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Good afternoon. This item seeks Board's approval for the Executive Director to enter into a second extension for our current multi-year agreement with membership and the Transportation Operations Coordinating Committee for Transcom, for the year 2026/2027. Transcom operates a 24 hour-a-day information center, which provides notifications to participating agencies regarding incidents which impact transportation network in the New York, New Jersey and Connecticut metropolitan region. The Thruway Authorities have been a member of Transcom since 1985, and is one of 16 transportation and public safety member agencies. Thruway has entered into seven previous multi-year agreements with Transcom. The Thruway Authorities total cost for the 2026/2027, 2 year extension, will not exceed \$370,000. I can answer any questions that you may have.

Joanne Mahoney:

Any questions?

Committee Members:

Joan, you're probably familiar with Transcom.

Joanne Mahoney:

I'm very familiar with Transcom. Any questions? Hearing none, may I please have a motion to approve?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Thank you very much. And Selica Grant, will you please present item number 9?

Selica Grant:

Madam Chair, Board Members, good afternoon. My item is to authorize the Executive Director to execute two contracts for offsite occupational medical tests, for employees who are exposed to specific hazards, like lead exposure, silicone, or for respiratory equipment protection, in accordance with the requirements set forth by the United States Department of Labor,

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Occupational Safety and Health Administration. The first contract C010750 is to Anderson Medical PC, DBA Medical 1, which will cover the Northern New York Division counties. The second contract C010751 is with Statcare Urgent and Walk-in Medical Care, PLLC, DBA, NAO Medical, and would cover the Southern New York Division Counties. Both contracts will be for a term of three years with an option to renew, at the discretion of the Authority, for one year. The Anderson contract is for \$36,800 and the Statcare contract is for \$42,700. Are there any questions?

Joanne Mahoney:

Thank you, Selica. Any questions? All right, may I please have a motion to approve?

Committee Members:

So moved.

A second?

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. And the next two items, 10 and 11, will be presented by Tim Body. Welcome.

Tim Bonney:

Good afternoon. Item number 10 is requesting to authorize the Executive Director to execute a non-engineering personal services contract with Secure Cost Technology Corporation to provide maintenance and technical support services for the Qognify Situator and Qognify QVMS software systems. Qognify QVMS is the central hub for the Authority's security cameras surveillance system, overseeing video management of the security cameras Authority-wide. Qognify Situator unifies multiple security systems into an integrated situation management platform at the Governor Mario M. Cuomo Bridge, Tarrytown Operations Center, that provide real-time monitoring of the security incidents on the bridge and provides comprehensive response and event documentation. The contract term is five years, with a maximum amount payable not to exceed 1.5 million. Exhibit 1 for this item detailed the estimated annual cost, with the maximum amount payable, allowing for any future expansion of the system, as needed in the security environment. And with that update, any questions on that item?

Joanne Mahoney:

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Any questions? If not, I'll make a motion to approve. Can I have a second?

Committee Members:

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Thanks, Tim. The next one, please.

Tim Bonney:

Item number 11 is requesting authorization to execute a non-engineering personal services contract with the Office of Information Technology Services, to provide external facing website hosting services for the Governor Mario M. Cuomo Bridge and Authority websites. WebNY is a business of the New York State Office of Information Technology, that is responsible for overseeing web development and hosting services for New York State agencies, focusing on creating efficient, effective modern digital platforms that best serves the public. WebNY will act on the Authority's behalf, as an overseer, advocate and advisor while the Authority would own, develop and maintain our website code. WebNY will provide cloud hosting, translation services, patching, support and review services. This would lead to cost savings through large-scale hosting across multiple state agencies and enable the authority to avoid the purchase of independent hardware, software and maintenance. The contract term is for five years, with a maximum amount payable not to exceed \$500,000. Exhibit 1 for this item details the estimated annual costs for the services covered under the contract. Actual service rates are published annually by the Office of Information Technology and are based on actual usage.

Joanne Mahoney:

Thank you.

Bob Megna:

Thanks. What have we been doing up to now?

Tim Bonney:

What are we doing currently? We currently had a five-year contract with WebNY and host our stuff in the Mario M. Cuomo Bridge. So they provide the cloud hosting, software for it. For the five years we've spent approximately \$60,000 in hosting fees, so we're paid per page views. They provide the translation services that are required, patching, and all the back-end work.

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Bob Megna:

And are they doing this for the other transportation authorities?

Tim Bonney:

They do it for many New York state agencies, including I believe DOT. We can double-check on DOT.

Bob Megna:

Yeah, I'm wondering more about MTA or any of those.

Joanne Mahoney:

I don't know-

Tim Bonney:

No.

Joanne Mahoney:

I don't think we do it with the Bridge Authority, no.

Bob Megna:

Okay, thank you.

Joanne Mahoney:

Any other questions? All right, again, I will make a motion to approve. Can I have a second?

Committee Members:

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Thank you very much, Tim.

Tim Bonney:

Thank you.

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Joanne Mahoney:

And Sandra's back again with agenda item number 12 and 13, please.

Sandra Rivera:

Yes. So the two items are related to the Mario M. Cuomo Bridge. The first one is seeking the authorization for the Executive Director to enter into personal service agreements with six former employees that had worked on the Mario M. Cuomo Bridge. This is in regard to the work that was done by Tappan Zee Constructors, to design and construct the Mario M. Cuomo Bridge in August of 2024. The Thruway Authority commenced a lawsuit against Tappan Zee Constructors in New York State Supreme Court. And then in October of 2024, Tappan Zee Constructors commenced a lawsuit against the Authority in the Court of Claims. We are now moving forward with the litigation and are seeking the litigation support by these employees. Each contract would be for a term of three years, with the option to renew for two one-year terms. And each contract would be a maximum amount payable of \$300,000. Any questions?

Heather Briccetti Mulligan:

Annually or per year?

Sandra Rivera:

Total. It's \$300,000 total for each contract.

Heather Briccetti Mulligan:

Okay. And the contracts are for three years?

Sandra Rivera:

Yes, with the option to renew another...

Heather Briccetti Mulligan:

Okay.

Dave Malone:

And they would only be paid for the hours the work, at an hourly rate. So it's not necessarily 300-

Heather Briccetti Mulligan:

That's the ceiling. Right?

Dave Malone:

That's the ceiling.

Committee Members:

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So the hourly rate would be what? Their past hourly rate or their...

Sandra Rivera:

Based upon if they're employed elsewhere, it's what their current hourly rate is around there. And then if they retired, what their rate was-

Heather Briccetti Mulligan:

When they were active?

Sandra Rivera:

Correct.

Dave Malone:

Yes.

Joanne Mahoney:

Any other questions? May I please have a motion to approve?

Committee Members:

So moved.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. And Sandra, agenda item number 13, please.

Sandra Rivera:

So this item seeks the authorization for the Executive Director to execute a 1st Amendment to the agreement with Holland & Knight for outside counsel services. In March of 2023 the Board adopted a resolution to execute an agreement with Holland and Knight, to provide outside counsel services for designing construction in general corporate areas of law. As mentioned before, with regard to the two substantial litigations, Holland & Knight is representing the Authority with regard to both of those representations. Due to these significant litigations, we are actually reaching the current maximum amount that was approved, which was \$2 million. This amendment would seek an additional \$5 million, for maximum amount payable of \$7 million.

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Heather Briccetti Mulligan:

Question. Would we seek attorney's fees, depending on the outcome of the litigation with TCZ? Do we have the ability to do that?

Sandra Rivera:

Yeah, that's a good question. I'll have to check with counsel on that. Thank you.

Joanne Mahoney:

Is there an end in sight?

Sandra Rivera:

Well, at this point we're just at the beginning. So we're just beginning to start the significant discovery that-

Heather Briccetti Mulligan:

So when you said we already spent the authorized 2 million, that was on?

Sandra Rivera:

We're reaching that, in that we had retained Holland & Knight for the dispute resolution process as well. So that also incorporates that, which has been since-

Heather Briccetti Mulligan:

March 2023.

Sandra Rivera:

They're basically operating since 2023 on the multiple days' worth of dispute resolution hearing that we had. And then moving into the next phase.

Heather Briccetti Mulligan:

Okay, yeah.

Committee Members:

The prep for that 2023 hearings really laid back to 2021, so that original amount that you authorized, dates back to that.

Joanne Mahoney:

I would imagine, too, that all of that work is not lost, because it will save discovery dollars, moving forward.

Sandra Rivera:

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And just in the knowledge and all the build-up that they worked on, it all is going into the work that they're doing now.

Joanne Mahoney:

Yeah. Any other questions? All right, may I have a motion to approve the contract amendment with Holland & Knight?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Thank you very much, Sandra. And moving on to agenda item number 14, Erika Beardsley will present, please.

Erika Beardsley:

How are you? Good afternoon, everyone. This item seeks to authorize the Executive Director to execute a contract with Stantec Consulting Services Incorporated, to develop a comprehensive safety action plan. The authority was awarded a \$1.5 million Safe Streets and Roads for All grant through US DOT, in our FHWA, or Federal Highway Administration, to develop a comprehensive safety action plan. The comprehensive safety action plan will include the following components, leadership, commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and product selection, and progress towards transparency. The award split is 80/20, therefore the Authority will cover 300,000 of the \$1.5 million. We signed this grant agreement back in July, which allowed us to move into a competitive procurement process, and Stantec Consulting was selected as the most qualified. This 18-month contract will not exceed \$1,494,240. Very exact. And while the solicitation does not meet the requirements for participation goals, Stantec did indicate that they would be partnering with Highland Planning, which is our New York State certified WBE member.

Joanne Mahoney:

I see. Thank you.

Heather Briccetti Mulligan:

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I want to say, first, I commend the Authority for going through this process and having someone come in and consult on safety. And then the only question I have, and I might've asked it already, but does this program apply to contractors as well as Thruway employees? Or is this just limited to Thruway employees?

Erika Beardsley:

We're looking at the entire system. So when we talk about safety, we are looking at our employees. But since we contract, we'll look at safety aspects when contractors are on the road as well. So it will be comprehensive.

Heather Briccetti Mulligan:

Good, good. All right. Thank you.

Joanne Mahoney:

And I'm assuming you don't have any reason to think there'll be a pause on federal contracts?

Erika Beardsley:

Yes, correct. FHWA has... We have been in consultation with them, and they provided assurances that this grant is moving forward and that we have a signed federal grant agreement.

Joanne Mahoney:

I hope that matters.

Bob Megna:

Do we have our standard language in there about MWBE, and things like that?

Andy Trombley:

No, because it's a federal contract award. You go by, their funds, their rules. But as Erika mentioned, they indicated they're going to use an MWBE, which we're very excited about.

Bob Megna:

Thank you.

Committee Members:

But do they state that in their document?

Andy Trombley:

Pardon?

Joanne Mahoney:

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Because they're asking us, right?

Bob Megna:

Do they state that in the document?

Andy Trombley:

It was a subcontractor. We didn't require them to use them. We just wanted, for purposes of, to let you all know that they are going to utilize that firm.

Joanne Mahoney:

A woman-owned business. All right, any other questions? May I please have a motion to approve?

Committee Members:

I'll move.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Thank you very much, Erika. And now Brent Howard, please. The next 7. Buckle up.

Brent Howard:

I know you all look forward to this.

Joanne Mahoney:

Let me guess, D21?

Brent Howard:

Yes, for the record. I got to do that, yes.

Bob Megna:

Now would we know if there was a typo in one of those?

Joanne Mahoney:

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No, we would not. You haven't committed them all the memory, Bob?

Bob Megna:

Have not.

Brent Howard:

All right, good afternoon. My first item requests additional funding for Thruway contract, TAS 25-7, also D215010, which is a safety upgrade project between exit 29 and 29 A in our Syracuse division. This project was bid on February 12th, 2025, with an engineer's estimate of \$5.5 million. The low bid received on this project was \$6,003,230 and 97 cents, a difference of a little bit more than \$500,000. We did perform a bid analysis, which included reviewing the various item costs and having conversation with the bidder. After our review, it was determined that the bid represents a reasonable value for the work, therefore we're requesting an additional \$503,230 and 97 cents for the project. And this funding will be available from bid savings in the 2025 contracts program. Any questions?

Committee Members:

It is awarded to whom?

Brent Howard:

EMI Guide Rail LLC.

Committee Members:

Okay.

Joanne Mahoney:

Any other discussion?

Bob Megna:

I was going to save this for the end, but maybe to do it now would be good. I think you always say something, I think, at the end of these, which I think is important, which is, this is really not changing the, correct me if I'm wrong, the budget of the Authority because you add savings in other places?

Brent Howard:

Correct.

Bob Megna:

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What I think would be good, on all of these extra items that we do, is to make that assumption that these are not additional budget items, but they're being financed within the Authority's budget. Which is always my assumption when we do these.

Dave Malone:

Right. And that is the correct assumption. And almost every change that we do like this, is offset by a savings someplace else. So, we bring you the ones where there's an increase, but you're not hearing about the ones where we come in under.

Bob Megna:

Yeah. So, I think even on the others, I mean you're careful to do these on the construction ones, but I think even on the others, we should make that disclaimer that this is all being done within the macro budget of the Authority.

Dave Malone:

That it's been approved, right.

Joanne Mahoney:

And you don't have the authority to make those changes without us?

Dave Malone:

It depends on the percentage that it's over. So, in this case this was over by, it was 20%. Right?

Brent Howard:

Mm-hmm.

Dave Malone:

So, when the budget is approved, there's limits that are put in there that say when we have to come back to the Board, these are the ones that...

Brent Howard:

Yeah, in this case we actually had increased prior to bid, the budget within our authority. But then it came in above that, and so that's the increase that we're requesting.

Joanne Mahoney:

All these elevations in costs over the last couple of years, if we need to revisit what those thresholds are, let us know, so you don't have to bring them all here.

Bob Megna:

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But again, my point is even simpler, which is, this is being done within the budget we have voted on for the assortment.

Committee Members:

Yes.

Thank you.

Spoken like a Budget Director.

Joanne Mahoney:

All right. Any-

Bob Megna:

People will look at it from the outside, and say, "What are they doing? A \$2 million item, \$1 million dollar item?" They're not, they're within the budgeting that we've already agreed, as a Board.

Joanne Mahoney:

Any other questions or discussion? All right, may I please have a motion to advance?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

Thank you. That was number 15, I think. And we're on 16, please.

Brent Howard:

All right. Item 16 requests a time extension for D214811, which is a term agreement for highway design support services in our Buffalo division. It's currently held by Stantec Consulting Services. This agreement has a maximum amount payable of \$3 million, and an agreement end date of September 11th, 2025. Stantec is working on multiple ongoing projects that have letting dates after the completion date of their term. They're performing satisfactorily. And it is Engineering's recommendation to extend this contract by one additional year, to enable them to continue and

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finish the contracts that they're working on. There is no change to the agreement value associated with this. Any questions?

Joanne Mahoney:

Time extension. Any other? May I please have a motion to-

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Right?

Brent Howard:

Right. Item 17 seeks authorization to execute contract D215013, which is a term agreement for material testing and inspection in our Albany and Syracuse divisions. This contract has a maximum amount payable of \$750,000. It's a three-year term, with a one-year extension option. There was one firm that submitted a letter of interest, and they are the selected firm. Atlantic Testing Laboratories Limited of Clifton Park, New York, was selected. And in spite of their only being one firm, we've done business with Atlantic extensively in the past, and have had no issues with their performance. So therefore, we're recommending them. Any questions?

Joanne Mahoney:

For the one-year extension? Or this is new?

Brent Howard:

This is a new contract.

Joanne Mahoney:

Okay. Three years.

Brent Howard:

The three years, with an option for an additional year.

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Joanne Mahoney:

Thanks. Any discussion? Questions? All right. May I please have a motion to advance?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. Number 18.

Brent Howard:

All right. Number 18 is basically the same thing as the previous one, except for our Buffalo Division. A term agreement for material testing and inspection. This is D215014. It also has a maximum amount payable of \$750,000. Again, a three-year term, with a one-year extension option. Again, Atlantic Testing Laboratories was the only firm that submitted, and they are our recommended firm. Questions?

Joanne Mahoney:

I'll make a motion to approve.

Committee Members:

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved.

Brent Howard:

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Okay, thank you. Item 19 seeks authorization to execute contract D215015, which is a term agreement for construction inspection support services primarily in our Syracuse division. This has a maximum amount payable of \$4 million. This is a three-year term, with an option for two additional one-year terms. We received eight letters of interest. Five were shortlisted, and KC Engineering and Land Surveying, P.C., of Albany, New York, is our selected firm. Any questions?

Joanne Mahoney:

Hearing none, I will make a motion to advance.

Committee Members:

Second.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joani Mahoney:

The motion is approved. And number 20.

Bob Megna:

Both Atlantic and KC are a certified firm.

Joanne Mahoney:

Yep. Thank you very much.

Brent Howard:

All right, item 26. Authorization to execute contract D215018, which is a design agreement for our Clarkstown flood mitigation study, in our New York division. Specifically, this is focusing on the area where the Hackensack River crosses under the Thruway near Exit 12, which has experienced flooding issues in the past. This contract has a maximum amount payable of \$500,000, which is funded by a FEMA grant, and which we have confirmation that the funding is valid.

Joanne Mahoney:

Does the person who confirmed it still work for them?

Brent Howard:

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This is a two-year term, with a one-year extension option. We receive letters of interest from seven firms, shortlisted five, and NV5, New York engineers, architects, landscape architects, and surveyors, of New York City, is the selected firm. Any questions?

Joanne Mahoney:

Any questions? No? May I have a motion to approve?

Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

The motion is approved. And that brings us to your last one, Brent?

Brent Howard:

Yes. Finally, we have contract D215019. We're seeking authorization to execute this contract, which is a term agreement for assessment of fuel facilities and services at the Authority service area, statewide. The fuel facilities are a separate component, separate from the actual service area facilities that are in the process of wrapping up, renewal. And so this is a contract to see what we're going to do for the immediate future of the Thruway, as far as our fuel services. Of course, this will take a look at things like alternative energy and other items that will enhance the future of the travel quarter here. This has a maximum amount payable of \$2 million. It's a two-year term, with a one-year extension option. We received three letters of interests and Greenman Pedersen Incorporated, of Albany, is the selected firm to move forward with. Any questions?

Joanne Mahoney:

Can you clarify for me some of the news reporting about not being ready for the CLCPA goals for commercial trucks. Where do we stand in that process?

Brent Howard:

Well, certainly this contract that I just talked about, is going to take a look at that extensively. Applegreen handles the passenger vehicle charging at our service areas. And we've been involved in some discussions with some funding that was being shared with DOT and looking at our quarter as a whole. However, at the moment that funding is on hold.

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Frank Hoare:

Let me just say, so again, this item specifically, is our opportunity to look at and envision what these service areas will look like down the road, right? A combination of gas or diesel or electric. So that's what this speaks to, because it is separate from the Applegreen service area contract. So these discussions has been going on for two years now, with that program for medium and heavy duty charging. Right now we do not have any medium/heavy duty on the system, and we are working with various partners. The governor's office has a multi-agency task force that also works with utilities on this. So there are deadlines and milestones that are out there. It's been a topic in the news, and the focus of the legislature of late, and that'll be a question whether some of those deadlines and milestones need to be adjusted.

We're not directly involved in those discussions. But we are proceeding on what we can do, and what our piece is, both having that presence at the service areas, and then how we connect with other DOT roads, and even other states, right? Because it's a connected system, and if we do it here, if there's not that continuity, then it's not going to help. But we are working with our partners at the Trucking Association, we're working with the utilities to get that done. And right now our hope is that by the end of this year we will have some medium and heavy duty chargers up. We are looking at five of the service areas, that utilities think that they can provide the capacity there, to get in there sooner than later on that. And then the efforts will be to expand out by that. It's also connected, of course, to what's happening in Washington, and the various programs there. There are two grant programs that are currently on hold, that we were looking to partner with DOT on. So that piece of the grants is up in the air, as we sit here.

Joanne Mahoney:

So was there discussion about these medium/heavy duty truck chargers when we were redoing the service areas, or is this just a totally separate conversation?

Frank Hoare:

It's separate for both. It was envisioned that it'd be part of, ultimately, a part of the fuel area contract, which terminates on March the 31st, of 2027. So that's why we're beginning this process now. So when it comes to medium/heavy duty chargers, there's space issues. We've got a vision.

Joanne Mahoney:

Yeah.

Frank Hoare:

Right now, with passenger vehicles, you pull into a parking space, in essence, to charge. So, the space is more limited. But that's part of this, looking for this recommendation for this consultant, to say to us, "This is how you're going to do it." And it'll be done in partnership with, we hope,

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with Applegreen. But there are the utility issues, and capacity. There's the space issues. We're going to have to look at where were they-

Joani Mahoney:

Turn around.

Frank Hoare:

... turn around and come in. And particularly at the smaller sites, we're looking to, again, what are the appropriate existing service areas that would accommodate this? We don't need everyone, but we've got to space it out. We're proud that right now, with the passenger vehicles, federal standard was every 50 miles, we are at every 30 miles.

Joanne Mahoney:

Great.

Frank:

So a lot that goes into it. So

Bob Megna:

Does it have to be at a service area? You have the truck stop areas, is it possible to do it there too? Or is this...

Frank Hoare:

That's being looked at. Some of those bigger commercial sites, there are commercial entities that run that, and accommodate the commercial trucking. But that would be envisioned as part of a network. So I know out in western New York there's the LUV's systems. So if they do it, then we don't need to be at that more local service area. But again, it's mapping out that network. And again, it's not just our state, but it's into Pennsylvania, Ohio, New Jersey, and heading south and west, and-

Joanne Mahoney:

And I appreciate that. But there will be some benefit to New York, to have it, even if it's not connected to Pennsylvania.

Frank Hoare:

Actually, there's certainly trucking companies that will travel just within the state. We'll have to partner with the DOT as we move to the Northway. 87 becomes the Northway in Albany as it heads towards Canada, and the rest. And then east of Albany, heading to Boston.

Bob Megna:

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Do we have any sense of what the traffic is now? Very little right?

Frank Hoare:

Well, there's little, in terms of the need right now. But that's the issue, is that manufacturers are being required to-

Joanne Mahoney:

Only sell electric.

Frank Hoare:

... to start selling a certain amount of electric, which is why the truck industry has as a concern. And why we're partnering with them, to get it right.

Joan McDonald:

I suggest you also talk to the Public Service Commission (PSC). Because we, in the county, were installing a number of passenger charging stations, and have a program where we cost share with the municipalities. And midway through the installation, the PSC changed one of the... I don't know the technology. But we heard from Con Edison that the vendor that we had, did not have whatever that was. We had to start over again. And so having the discussion with the utilities is important. But I suggest you also have conversations with the PSC, because they set us back significantly when they changed that requirement for the hardware for the installation.

Frank Hoare:

Absolutely. They're part of that inter-agency task force along with NYSERDA and the Power Authority.

Joanne Mahoney:

Yeah, I want to make sure that you have the support you need from the Board. Because when we read these articles and the Trucking Association says we can't meet these goals because there's not a single charger on the Thruway, if there's something you need in terms of support from us, we're ready.

Frank Hoare:

Thank you.

Jose Holguin-Veras:

I have a question. When you talk in your conversation with the power generators, do they have concerns about data centers? Because I've talked to our generators in other states, and they're not worried about electric vehicles. The concern is data centers.

Joanne Mahoney:

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AI.

Jose Holguin-Veras:

Basically, that are.

Frank Hoare:

So not directly, but that is concern. I mean, right, when you talk about capacity, it's all capacity. And that's why there are areas that's easier for them to get in to serve, than others. That is part of the calculation that's going on now. That's part of the study, because they say to generate the power, we need for any service areas, to take good care of all these needs, is in essence, a small city.

Jose Holguin-Veras:

I understand. The big question is, will they have the capacity needed to supply the demand for data centers? And then electric vehicles? Because, I don't remember the numbers, I could find the number and show it to you, but they were basically, it's like about 50 times the demand that they expect from the electric vehicles. If we deploy the chargers, and the power is not there...

Joanne Mahoney:

That's exactly the conversation the utilities are having with PSC right now. This building generation. I think the

Heather Briccetti Mulligan:

Well, utilities can't build generation.

Bob Megna:

The issue is about that, right? Which is, do you have enough capacity in the system right now? And the answer, I think, is no.

Heather Briccetti Mulligan:

It's 35% T first, which is not identified yet.

Joanne Mahoney:

They're putting tariffs on what's coming from Canada-

Norman Jones:

And then bringing that capacity to the Thruway, that's going to be even bigger.

Heather Briccetti Mulligan:

And utilities are a massively important partner in it. If the generation capacity isn't there, then it doesn't really matter.

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Bob Megna:

Look, we're a small part of a big issue, right, Frank? I mean how are you doing school buses, statewide, for example? Is going to be something I don't think anyone knows the answer to.

Frank Hoare:

And I would just note, the other side of this coin. We talk about chargers for the public, it's our own needs, right? This is going to be a tremendous cost to us in terms of renovating, rehabbing, our maintenance facilities to accommodate this. It's going to be, we're being told, three times the amount of vehicles that we have to purchase, will be three times the cost of the current cost. It will be examining the capacity of that day that we get the snowplows, of, can they be out there as long, plowing, as we have now? And then the weight on the system, just the weight on our 819 bridges and 2,800 lane miles. And every transportation entity is dealing with that element too. So that's the other side of the coin when we talk about providing this service to the public.

Norman Jones:

So, I was going to ask Brent that question. ASCE came out with a report on the conditions of the infrastructure. That being said, will our infrastructure be able to deal with the actual extra weight involved with these vehicles? And where do we rate with that report that just came out?

Brent Howard:

I'm not familiar with that report, I'll have to take a look at it. But just in general, the commercial vehicles, as they exist today, and I forget the exact number, but one commercial truck is the equivalent of thousands of cars, basically, as far as the amount of damage it does to the roadway. And certainly, as these vehicles are getting heavier, we're going to see more wear and tear, which is going to most likely shorten the maintenance cycles that we need to perform on our existing infrastructure. Certainly, that would be accounted in areas where we're doing new construction, full rebuilds to the road, take into account the current loading standards. But yeah, I would anticipate it's going to add additional wear and tear on the roadway, for sure. That's probably going to shorten the cycles between paving. And also, obviously, we've got to keep an eye on as well.

Norman Jones:

Probably the base. You're looking at your road bases as you, your reconstruction, are you reconstructing it for right now or for future use?

Brent Howard:

Oh, well, in the full reconstruction, we're looking at a 50-year lifespan, is the standard for our design. So looking at the truck axle loadings and things, cumulatively, over that timeframe.

Joanne Mahoney:

Any other discussion? That's interesting. Thank you. If not, may I please have a motion to approve agenda item number 21.

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Committee Members:

So moved.

Second.

Joanne Mahoney:

All in favor?

Committee Members:

Aye.

Joanne Mahoney:

Hearing no opposition, the motion is approved. Thank you very much, Brent. And we will now move on to receive staff reports. And I'll turn it over to Andy Trombley, unless he wants to defer to Dave.

Andy Trombley:

That's a great idea.

Committee Members:

For the next meeting.

Andy Trombley:

Well, this one won't be very exciting anyway, because my quarterly report lists the personal service contracts up to \$500,000, that were awarded for the period of October 1 of 2024, through December 31 of 2024. And there were none.

Joanne Mahoney:

Very easy.

Andy Trombley:

It's my report. It will not become Dave's report.

Joanne Mahoney:

I will now allow any questions.

Dave Malone:

You can see why you took that one.

Joanne Mahoney:

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Yeah. All right. And next is our Executive Director's report. Frank, the floor is yours.

Frank Hoare:

Thank you very much, Chair and Directors, and colleagues. So service areas are referenced. Let me just start off with the good news, that we are now at 26 newly opened, rebuilt, out of 27.

Joanne Mahoney:

Nice.

Frank Hoare:

And the final one will be opened this fall, so that we are-

Joanne Mahoney:

Fantastic.

Frank Hoare:

... there on that. And we continue to get very positive reviews as to the service areas and their amenities, and what's there, and the food choices, and all that. So I think after some initial fits in starts, and some challenges, which is with the number, and getting them up and going, we're now at 26 out of 27 being opened. And that includes everyone from Albany West to Buffalo, and then the last one out west of Albany. And Gala opened last week. Much fanfare out there.

Joanne Mahoney:

And just as you predicted, once they were all open, we would stop hearing about the overcrowding.

Frank Hoare:

Yes.

Bob Megna:

Are there any outstanding legal issues, or anything left with the construction, or anything like that? Or is that all behind us on the...

Frank Hoare:

There will be issues similar to the Cuomo Bridge, in terms of delays. It was behind schedule, so there will be issues between the operator of the service areas and the builder, and we will have some role in that. But mostly between the operator and the builder.

Bob Megna:

Thank you.

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Frank Hoare:

So that's the service areas. Work Zone, as you know, you approved the Work Zone Enforcement program. It's the pilot program, was initiated two years ago, pursuant to the governor's proposal. And we have seen a very positive impact on that, and we've seen driver behavior change. The data indicates that drivers are slowing down. And we have seen that the money generated from those penalties, have been poured right back into safety programs. So, we were able, last year, to add \$400,000 to a \$4 million safety program, that involves training and buying equipment. And we've now started moving into the realm of looking at how technology can help us and make that Work Zone safer.

Notwithstanding that, we've still, to date, in the nearly two years it's been up, have issued over 143,000 violations. And that's in 10 sites, Thruway sites, that move around during the construction season. That doesn't include the 20 DOT sites. So, the numbers are up there. So, for those reasons, the governor proposed, in her budget, that that pilot program be made permanent. I, and the team here, have been working with the legislature, focusing on the transportation committee members, to get the word out about how important that program is. We've worked with our partners in labor, the team service and CSCA here, and the AFL-CIO, to get that word out. So, we are hopeful that stays in the budget. And when they finish the budget next week, hopefully on time, that that program will be permanent. And we'll continue to look to use that program, to make the Work Zone safer for us.

Joanne Mahoney:

Is the plan, Frank, to stay with 10, for the Thruway, moving around?

Frank Hoare:

Yes. 10 for Thruway, 20 for DOT. What's new is, they're adding the Bridge Authority. And the Bridge and Toll Authority of the MTA have asked to be added to that, when they saw the success that we were encountering. So hopefully that will get done, and we'll continue with that program. Having said that, that's particularly important because we are about to start our spring construction season. We are looking at, pursuant to the budget that you all approved, we're looking at \$477 million in capital spending this year. Lettings, and commitments to our capital program. And again, about \$100 million of that is from the toll increase revenues that we're seeing. So as that season begins, again, emphasizing safety to our employees, to those who work for us, our contractors. The National Work Zone Safety Awareness starts the week of April 21st. So, we will be participating in various programs around the state on that, to get that word out, "Slow down, pay attention."

And then at the end of the month, on April 29th, is the Fallen Worker Memorial, that Thruway and DOT partners on, at the State Fairgrounds. Again, it will be particularly somber for us this year, as we unfortunately have two names to add to that memorial. So, as this spring construction season begins, we will be ramping up our efforts to get the word out again. Please, slow down, pay attention. We want everybody that goes out there in those zones to go home at night to their families. And that is my report, subject to your questions.

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Joan McDonald:

I have a request, and it's tied to the cost of capital, as we start the construction season, and the unknown about the cost of materials. And rather than wait till November/December and ask you to do a look back, as we go through the construction season, and we get the bids in, if you could track what those potential cost increases are, and what are tied to materials versus labor? So that when we get to the end of the construction season, we can point and say, "There was a 25% increase tied to material. Cost of labor was what we anticipated and projected." So, I think instead of asking you to do that in December, and look back, at the front end of the season.

Frank Hoare:

Will do. And that will go back to the question too, about tariffs, in the next few months. What that impact is on either materials or on our traffic patterns.

Joan McDonald:

Yeah, yeah.

Joanne Mahoney:

All right, any other discussion? All right, we can move to... Thank you, Frank.

Frank Hoare:

You're welcome.

Joanne Mahoney:

We can move to the public comment period. And individuals who wish to make a public comment may sign up in advance and do so from the meeting location here in Albany. You may also submit comments electronically if you go to boardadmin@thruway.ny.gov. And Julie, I believe we have at least one comment for today's meeting.

Julie Miskinis:

Yes, we do. We have one that was submitted via email, from Mr. Bodin. He states in his comment, "It is the responsibility of the Executive Director to follow the Manual of Uniform Traffic Control Devices, or the MUTCD. There are many copies of emails I have sent to Thruway regarding the incorrect line that exits and entrances of the Thruway." Since the Executive Director has failed to follow the MUTCD, Mr. Bodin requested that the Thruway Board replace the current Executive Director.

Brent Howard:

And if I may, Madam Chair, when that comment came in, my team and I did take a look at this. And just want to reassure the Board that we thoroughly reviewed this, and the Thruway remains in compliance with the MUTCD.

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Joanne Mahoney:

I appreciate that. And we have had periodic comments from Mr. Bowden, followed by, "We're following the rules."

Bob Megna:

So we're not going to vote on Frank?

Committee Members:

In support of Frank.

In support of Frank.

Joanne Mahoney:

Very funny.

Committee Members:

We support you, Frank.

We support you.

Yes, we do.

Thank you.

We do.

Joanne Mahoney:

And we appreciate Mr. Bodin's comments as well. So is that the last one?

Committee Members:

Yes, that's it.

Joanne Mahoney:

All right. That will conclude the public comment period. Any other business? Hearing none. That concludes the formal agenda for the Board of Directors meeting. And I would make a motion that we adjourn.

Committee Members:

So moved.

Joanne Mahoney:

All in favor?

Committee Members:

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Aye.

Joanne Mahoney:

The meeting is adjourned. Our next meeting is Wednesday, April 23rd, at 2:00 PM. Different time? 2:00 PM? Okay. 2:00 PM. I going to be registering that, because I'm going to be an hour early. Okay, 2:00 PM.