TOLL COLLECTION PROGRAM – REPLACEMENT TOLL COLLECTION SYSTEM
– REALLOCATION OF PREVIOUSLY AUTHORIZED FUNDS AND ADDITIONAL AUTHORIZATIONS FOR THE TOLL COLLECTION PROGRAM

Committee on Capital Planning, Execution and Asset Management
June 25, 2014
Overview and Need

Replacement Toll Collection System (RTCS) Program
• Received Project Authorization in 2010; Contract award in 2011
• Contract canceled in November 2013
• 17-year old System must still be replaced

Current Integrated Toll Collection System (ITCS) Strategic Investments
• No significant upgrades since its deployment in 1997
• Necessary to extend useful life until a new RTCS is procured, designed, developed and installed

All-Electronic Tolling at the Bayonne Bridge
• No toll plaza once the Bayonne Bridge roadway is raised
• Means for collecting tolls without cash is needed
• Requires design and development at the Customer Service Center

NY E-ZPass Customer Service Center (NY CSC)
• Multi-agency contract expires in 2017
• Time required for a new procurement
Scope of Work

ITCS Strategic Investments
- Lane Controllers
- Overhead Vehicle Sensors
- Lane Mode Signs
- Electronic Central Host
- Violation Enforcement System
- New Network Connections
- OBX High Speed Lane Tolling Equipment
- Deposit Terminals / Receipt Printers

Bayonne Bridge AET
- Development of joint regional business rules
- Design & Development of back office functionality for regional AET implementation
- Customer-facing functionality (e.g., updated toll bill, website, retail payment locations)
- Pay per Trip
Benefits and Impacts

Benefits

• ITCS Strategic Investments
  • Protects $1.3 billion in toll revenues
  • Enhances customer experience – fewer lane closures / unplanned outages
  • Allows time for the Replacement Toll Collection System to be procured, designed, developed, tested, and deployed

• AET at Bayonne Bridge
  • Significantly reduced capital costs and schedule for project delivery for the raising of the roadway
  • Enhances customer experience by allowing free-flow traffic

Impacts

• AET at Bayonne Bridge
  • Cash collection will be curtailed; customers will either use E-ZPass or receive a Toll Bill in the mail
  • MTA’s Triborough Bridge & Tunnel Authority and PA working together on Treasury Functions for revenue collection from non-E-ZPass customers
Economic Impacts

900 job years

$54 million in wages

$313 million in economic activity over the life of the project
# Project Cost and Schedule

<table>
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<th>ITCS</th>
<th>RTCS</th>
<th>AET</th>
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<tbody>
<tr>
<td>Total Project Costs</td>
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<tr>
<td>Construction</td>
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<td>Staff Cost</td>
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ITCS Strategic Investments
- **Design Start**: Jul 2014
- **Construction Start/End**: March 2016/Sept 2016
- **Final Acceptance**: March 2017

RFP Vendor Demonstrations, Start: Feb 2015
Future Authorizations for the Tolls Program

Authorization for Contract Award, new Customer Service Center
• Will occur after the multi-agency procurement is complete

Reauthorization of the Replacement Toll Collection System
• Will occur at vendor selection, when we better know the cost and schedule for design, development, and installation of a full new system