

STATE OF NEW YORK
OFFICE OF THE STATE COMPTROLLER

ANNUAL PUBLIC AUTHORITY
BUDGET AND FINANCIAL PLAN REQUEST
2012

Legal Authority: "Budget and Financial Plan Format, Supporting Documentation and Monitoring - Public Authorities" (2 NYCRR, Part 203)

PUBLIC AUTHORITY NAME & ADDRESS: New York State Bridge Authority
Mid-Hudson Bridge Toll Plaza
P.O. Box 1010
Highland, NY 12528

BOARD APPROVAL DATE: November 17, 2011

FISCAL YEAR START DATE: January 1

PREPARED BY: Brian Bushek

TITLE: Treasurer

PHONE NO.: 845-691-7245

E-MAIL ADDRESS: bbushek@nysba.net

SIGNATURE: 

DATE: 9/21/11

**NEW YORK STATE BRIDGE AUTHORITY
ANNUAL PUBLIC AUTHORITY
BUDGET AND FINANCIAL PLAN
2012 - 2015**

A) Relationship with unit of government on whose behalf the Authority was established.

The New York State Bridge Authority is a body corporate and politic and public benefit corporation created in 1932 and existing pursuant to the Act. The Act provides that the Authority shall continue its corporate existence and operate and maintain the Bridge Systems so long as it shall have bonds or other obligations outstanding and until its existence shall be terminated by law. Upon cessation of the Authority, all its rights and properties shall pass to the State of New York.

B) Description of the budget process.

The Authority carefully monitors its performance against two separate budgets each year. The Operating Budget allocates the resources available from the Operating Fund. The Five Year Capital Improvement Program governs the use of funds in the Construction Fund and the Maintenance Reserve Fund.

The Operating Budget includes all expenses for the regular operations of the Authority's Executive Office and three departmental cost centers: Administration, Operations, and Engineering and Maintenance. Development of the Operating Budget is coordinated by the Treasurer under the supervision of the Executive Director. The budget for the next fiscal year is proposed to the Authority members late in the summer of each year and is approved by the members at a formal meeting prior to October 1st.

Throughout the year, the Authority produces monthly financial statements, usually within 30 days after the end of each month. The statement of revenue and expenses is presented by cost center at each facility in order to monitor performance against budget projections.

The development of the Authority's Capital Improvement Program is directly responsive to the annual program of detailed bridge inspections conducted by independent consulting civil and structural engineers.

Each September, the Authority revises the Capital Improvement Program for the next five years by re-prioritizing all of the projects that have been proposed for implementation and identifying the specific projects that will be undertaken during the following year. The program decisions are proposed to the Authority Board by the Executive Director and Chief Engineer. The Authority makes its formal decision on the program at a public meeting after receipt of a report on the annual inspections by a representative of the Consulting Engineer.

The data upon which the program decisions are made include, among other factors:

- the annual inspection reports of independent engineering firms;
- the Consulting Engineer's separate specific program recommendations report;
- the estimate of the Authority's Chief Engineer and his staff as to the capability and availability of in-house personnel to undertake the projects recommended;
- the potential for traffic disruption and revenue loss in the event that lanes of adjoining bridges were to be affected by construction simultaneously; and
- the availability of funds.

Subsequent to approval by the Authority, the projects to be moved forward are organized into contracts and a letting schedule is developed. The Authority then exercises its power of approval or rejection over the letting of each contract and, once awarded, each contract in progress is the subject of a monthly written report to the Executive Director and the members of the Authority until completion.

C) Description of the principal budget assumptions, including sources of revenues, staffing and future collective bargaining costs, and programmatic goals.

Primary sources of Authority revenues include toll revenue, interest income, Federal grants, advertising, and fiber leasing. In 2010, \$37.7 million in tolls accounted for 98% of overall revenue, with interest on investments \$0.4 million, a Federal grant \$0.3 million, and \$0.2 million comprising the remaining income. On the expense side, salary and related fringe benefits of \$18.2 million equaled 38.6% of the \$47.2 million in total outlays. The \$13 million cost of rehabilitation, construction and bridge repairs was 27.5% of overall expenditures. In years 2011 and 2012, the Authority expects to receive grants totaling \$4.9 million, primarily from the Federal Department of Homeland Security, which will be primarily used for security systems and traffic cameras on three bridges.

In 2011, toll revenues are projected to decrease below 2009 levels to \$37.0 million, down 1.8% compared to 2010. In 2012, a 41.7%, or \$15,433,000, rise in tolls is forecasted as a result of a revenue enhancement increasing tolls. This will add \$.25 to the basic \$1.00 passenger car EZ-Pass \$1.00 toll rate. Toll Revenues for the following three years are forecasted to remain stable.

Interest income is based upon the estimated inventory of investments in the Authority's designated funds as provided for in its bond resolution. Interest rates are projected between .01% and 2.0% depending on maturity. With the exception of the Maintenance Reserve Fund, used to fund capital improvements and which decreases through 2011, inventories remain essentially stable. The 2012 revenue enhancement will stabilize funds in the Maintenance Reserve Fund and at mid-year the forecasted sale of \$140 million in bonds to begin redecking the south span of the Newburgh-Beacon Bridge will add to capital fund balances. Investment income is forecasted to be stable as interest rates continue to remain at historic lows with all bond proceeds disbursed by 2015.

Operating expenses are projected to rise \$2.1 million, or 8% primarily associated with increase depreciation from the Walkway Over the Hudson, in 2012 expenses rise \$0.9 million, or 3%. In 2013-2015, expenses remain moderate averaging increases of 3% per year. Currently, the Authority is executing a capital improvement project to install automated toll collection machines at its smaller facilities as an interim step to all electronic tolling projected in 2014. Meaningful savings will be realized in the area of toll collection from both initiatives. While salary expenses decline in 2011 due to the 2010 retirement incentive, they rise in 2012 during transition and decline in 2013 related to the automation projects. Employee retirement costs fall \$835,000 in 2011 due to the 2010 retirement incentive, they rise \$190,000 in 2012. Additionally, mainly the result of the installation of the command center for the automated toll collection systems equipment costs remain higher than historic levels in 2012-2015 and depreciation expenses rise \$140,000 in 2012.

The Authority currently maintains a staff of 136 full time and 64 part time employees. Full time staff were reduced this year due to the retirement incentive. All but 14 management/confidential employees are represented by the CSEA. The current union contract expires in March 2012, with a projected salary increase of 2.5% beginning in April 2012 is reflected. Total payroll is expected to increase at an average rate of 3% thereafter.

D) Provide a self-assessment of budgeting risks.

In 2012 the Authority budget assumes the adoption of a toll increase that requires NY State Department of Transportation approval. Other than the sale of debt to support capital improvements or rehabilitation, the Authority has never depended on significant revenue from any source except tolls. As such, loss of toll revenue, in particular at the Newburgh-Beacon Bridge which takes in \$.54 of each Authority toll revenue dollar is a risk. Though the risk is small, all Authority bridges are covered for property damage and up to two years loss of revenue. In addition the Authority is sensitive to fluctuations in traffic driven by economic conditions. A substantial rise in fuel prices may have an impact on forecasted revenues.

On the expense side, the annual increases in health insurance costs and the recording of an accrual for health insurance benefits due current employees in retirement may pose future budgeting risks. The Authority is in compliance with the Governmental

Accounting Standards Board Statement 45 (GASB 45) as of December 31, 2010. These costs, currently \$2.1 million per year, will ultimately need to be funded. This will require reduced spending in other areas or a toll revenue enhancement. Also of concern is retirement costs will continue to show significant increases.

The bridge system is subject to severe weather conditions, such as storms, winds, floods, earthquake, fires, explosions, spills of hazardous substances, strikes and lockouts, sabotage, wars, blockades and riots, threats and acts of terrorism. The Authority cannot predict the potential impact of such events on financial condition.

NY State has created the Spending and Government Efficiency Commission (SAGE), which is reviewing all Authorities and state agencies and may propose recommendations for functional efficiencies up to and including complete consolidation/merger with other agencies or entities.

E) Revised forecast of the current year's budget.

See Accompanying Budget and Financial Plan 2012 - 2015.

F) Reconciliation that identifies all changes in estimates from the projections in the previously approved budget or plan.

See Accompanying Statement (Attachment #1)

The recently revised 2011 budget decreases the previous projection for toll revenue by \$1,023,000. Tolls, which were forecasted to rise 0.9% over 2010, are now projected to decrease as much as 1.8%. Revenue declines in the last few months drove this reduction. While expected interest income to fall to \$373,000 on low investment yields, the Federal grant for security systems and traffic cameras at three bridges was not awarded until mid-year 2010 and, as such, the receipts originally projected in 2010 are now projected in 2011.

Overall salaries fall to \$10.1 million as a result of the 2010 retirement incentive with employee retirement expense falling \$416,000 over projections as originally the cost of the 2010 retirement system were spread over five years. The actual costs were incurred all in 2010. Health insurance costs of \$4.7 million are \$55,000 below the original budget as premium increases were below those forecasted by the Department of Civil Service. Commercial insurance expense of \$1.3 million is \$44,000 lower because the Authority was able to maintain or lower premiums upon renewals in 2010 and 2011 despite adding the Walkway Over the Hudson.

Electronic toll costs were \$161,000, or 5.2%, more than projected as transaction costs increased more than expected due to the Authority's share of transaction costs increasing and E-Zpass volumes increased year over year despite lower overall traffic volume.

Professional fees increase in Administration as a result of higher legal expenditures associated with the proposed toll increase, the next generation EZ-Pass procurement, and personnel related actions. The Operations increase related to higher than anticipated costs for information technology related consultants.

Operating equipment costs are up \$128,000 for the expense of fixed assets related to the new command center and the security systems and traffic cameras project. Engineering maintenance and repair expenses are up \$74,000 over the original estimate primarily as a result of higher fuel and salt prices.

G) Statement of the last completed fiscal year's actual financial performance in categories consistent with the proposed budget or financial plan.

See Accompanying Statement (Attachment #1)

H) Projection of the number of employees, including sources of funding, the numbers of full-time and full-time equivalents, and functional classifications.

Though the exact number is unknown, there will be decreases in the number of employees over the four-year period. The Authority has in progress projects to automate specific toll collection activities in preparation for all electronic tolling. In

addition as the use of E-Zpass increases, the need for the manning of toll booths decreases and eventually there will be a significant reduction in toll collection positions when the Authority completely installs all electronic tolling. Employee salaries are funded from toll revenues. There are 136 full time employees classified as follows:

Toll Collectors - 53
Laborers - 50
Clerical - 19
Management - 14

There are 64 part time employees classified as follows:

Toll Collectors - 62
Laborers - 2

The 64 part time collectors currently work hours equivalent to 38 full time employees.

I) Statement of each revenue-enhancement and cost-reduction initiative that represents a component of any gap-closing program and the annual impact on revenues, expenses and staffing.

In 2011, the Authority began a project to utilize automated machines to perform toll collection in ahead of all electronic tolling. This project along with a revised toll schedule in 2012 that incentivizes the use of E-Zpass is expected to reduce the need to man toll booths.

J) Statement of the source and amount of any material non-recurring resource that is planned for use in any given fiscal year.

In years 2011 through 2012, the Authority expects to receive grants totaling \$4.8 million, primarily from the Federal Department of Homeland Security, for a project placing security systems and traffic cameras on three bridges.

K) Statement of any transactions that shift material resources from one year to another and the amount of any reserves.

NONE

L) Statement of borrowed debt projected to be outstanding at the end of each fiscal year covered by the budget or financial plan; the planned use or purpose of debt issuances; scheduled debt service payments for both issued and proposed debt; the principal amount of proposed debt and assumed interest rate(s); debt service for each issuance as a percentage of total pledged revenues; listed by type or category of pledged revenues; cumulative debt service as a percentage of available revenues; and amount of debt that can be issued until legal limits are met.

See Accompanying Statement (Attachment #2)

M) Statement of the annual projected capital cost broken down by category and sources of funding, and for each capital project, estimates of annual commitment, total project cost, expected date of completion and the annual cost for operating and maintaining those capital projects or capital categories that, when placed into service, are expected to have a material impact on the operating budget.

The sources of funding for all capital projects are toll revenues, interest income, Federal and State grants, debt proceeds financed from toll revenues, and the current surplus in our Maintenance Reserve Fund. The annual cost for operating and maintaining the capital plan is not expected to have a material impact on the operating budget.

See Accompanying Statement (Attachment #3)

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2012-2015
(\$000's)

	Last Year (Actual) 2010	Current Year (Estimated) 2011	Next Year (Adopted Budget) 2012	Proposed Budget 2013	Proposed Budget 2014	Proposed Budget 2015
REVENUE:						
<i>TOLL REVENUE</i>						
RIP VAN WINKLE BRIDGE	2,970	2,915	4,132	4,132	4,132	4,132
KINGSTON-RHINECLIFF BRIDGE	4,058	3,983	5,645	5,645	5,645	5,645
MID-HUDSON BRIDGE	6,945	6,818	9,664	9,664	9,664	9,664
NEWBURGH-BEACON BRIDGE	20,302	19,927	28,245	28,245	28,245	28,245
BEAR MOUNTAIN BRIDGE	3,394	3,331	4,721	4,721	4,721	4,721
TOTAL TOLL REVENUE	37,669	36,974	52,407	52,407	52,407	52,407
FEDERAL AND STATE GRANTS	337	3,112	1,675	0	0	0
INTEREST INCOME	414	373	300	300	300	300
MISCELLANEOUS INCOME	174	188	125	100	100	100
PROCEEDS FROM ISSUANCE OF DEBT	0	0	98,000	0	0	0
TOTAL REVENUE	38,594	40,647	152,507	52,807	52,807	52,807
OPERATING EXPENSE:						
<i>ADMINISTRATION EXPENSE</i>						
SALARIES	2,268	2,119	2,087	2,150	2,214	2,281
EMPLOYEE RETIREMENT	541	293	341	351	362	373
SOCIAL SECURITY	171	158	153	158	162	167
EMPLOYEE HEALTH INSURANCE	722	823	843	868	894	921
EMPLOYEE DENTAL & VISION CARE INSURANCE	35	32	34	35	36	37
UNEMPLOYMENT	4	3	1	1	1	1
DISABILITY INSURANCE	2	2	2	2	2	2
SURVIVORS' BENEFITS	7	7	7	7	7	8
COMMUNICATIONS	44	50	50	52	53	55
UTILITIES	137	161	162	167	172	177
WORKERS' COMPENSATION INSURANCE	4	4	5	5	5	5
COMMERCIAL INSURANCE	1,250	1,330	1,340	1,380	1,422	1,464
PROFESSIONAL SERVICES	216	426	296	305	314	323
SUPPLIES AND MATERIALS	33	39	41	42	43	45
MAINTENANCE AND REPAIRS	45	45	58	60	62	63
INTERGOVERNMENTAL SERVICES ASSESSMENT	365	390	391	403	415	427
EQUIPMENT	11	25	21	22	22	23
OTHER EXPENSES	52	103	135	139	143	148
TOTAL ADMINISTRATION EXPENSE	5,907	6,010	5,967	6,146	6,330	6,520

	Last Year (Actual) 2010	Current Year (Estimated) 2011	Next Year (Adopted Budget) 2012	Proposed Budget 2013	Proposed Budget 2014	Proposed Budget 2015
OPERATIONS EXPENSE						
SALARIES	5,703	5,577	5,665	4,180	4,477	4,789
EMPLOYEE RETIREMENT	905	498	575	592	610	628
SOCIAL SECURITY	431	433	449	338	362	385
EMPLOYEE HEALTH INSURANCE	1,985	2,027	2,065	2,127	2,191	2,256
EMPLOYEE DENTAL & VISION CARE INSURANCE	98	77	87	90	92	95
UNEMPLOYMENT	20	25	24	25	25	26
DISABILITY INSURANCE	6	7	7	7	7	8
SURVIVORS' BENEFITS	13	7	7	7	7	8
COMMUNICATIONS	106	142	148	152	157	162
UTILITIES	121	141	145	149	154	158
WORKERS' COMPENSATION INSURANCE	52	65	87	90	92	95
PROFESSIONAL SERVICES	72	162	85	88	90	93
SUPPLIES AND MATERIALS	97	111	113	116	120	123
MAINTENANCE AND REPAIRS	59	104	102	105	108	111
ELECTRONIC TOLL COSTS	3,165	3,264	3,436	3,539	3,645	3,755
EQUIPMENT	146	441	327	337	347	357
OTHER EXPENSES	109	58	57	60	62	65
TOTAL OPERATIONS EXPENSE	13,088	13,139	13,379	12,002	12,548	13,115

ENGINEERING AND MAINTENANCE EXPENSE						
SALARIES	2,747	2,449	2,637	2,716	2,798	2,882
EMPLOYEE RETIREMENT	598	418	483	497	512	528
SOCIAL SECURITY	264	252	256	264	272	280
EMPLOYEE HEALTH INSURANCE	1,583	1,849	1,975	2,034	2,095	2,158
EMPLOYEE DENTAL & VISION CARE INSURANCE	75	73	72	74	76	79
UNEMPLOYMENT	0	10	10	10	11	11
DISABILITY INSURANCE	5	5	5	5	5	5
SURVIVORS' BENEFITS	7	7	7	7	7	8
COMMUNICATIONS	5	8	8	8	8	9
UTILITIES	264	290	290	299	308	317
WORKERS' COMPENSATION INSURANCE	96	125	163	168	173	178
PROFESSIONAL SERVICES	242	194	257	265	273	281
SUPPLIES AND MATERIALS	91	97	99	102	105	108
MAINTENANCE AND REPAIRS	444	745	760	783	806	830
EQUIPMENT	36	25	25	26	27	27
OTHER EXPENSES	27	48	52	54	55	57
TOTAL ENGINEERING AND MAINTENANCE EXPENSE	6,484	6,595	7,099	7,312	7,531	7,757
DEPRECIATION ON BUILDINGS/EQUIPMENT	613	2,416	2,556	2,600	2,600	2,600
TOTAL OPERATING EXPENSE	26,092	28,160	29,001	28,060	29,009	29,992

**NEW YORK STATE BRIDGE AUTHORITY
BUDGET AND FINANCIAL PLAN SUMMARY FILE
2012 - 2015**

**BUDGETED REVENUES, EXPENDITURES, AND CHANGES IN CURRENT NET ASSETS
(\$000's)**

	Last Year (Actual) 2010	Current Year (Estimated) 2011	Next Year (Adopted) 2012	Proposed 2013	Proposed 2014	Proposed 2015
<u>REVENUE & FINANCING SOURCES</u>						
Operating Revenues						
Charges for services	37,669	36,974	52,407	52,407	52,407	52,407
Rental & financing income	0	0	0	0	0	0
Other operating revenues	174	188	125	100	100	100
Nonoperating Revenues						
Investment earnings	414	373	300	300	300	300
State subsidies/grants	0	0	0	0	0	0
Federal subsidies/grants	337	3,112	1,675	0	0	0
Municipal subsidies/grants	0	0	0	0	0	0
Public authority subsidies	0	0	0	0	0	0
Other nonoperating revenues	0	0	0	0	0	0
Proceeds from the issuance of debt	0	0	98,000	0	0	0
Total Revenues & Financing Sources	38,594	40,647	152,507	52,807	52,807	52,807
<u>EXPENDITURES</u>						
Operating Expenditures						
Salaries and wages	10,718	10,145	10,389	9,046	9,489	9,951
Other employee benefits	7,472	7,006	7,403	7,500	7,739	7,984
Professional services contracts	530	782	638	657	677	697
Supplies and materials	221	247	253	261	268	276
Other operating expenditures	6,538	7,564	7,762	7,996	8,236	8,484
Nonoperating Expenditures						
Payment of principal on bonds and financing arrangements	5,390	5,900	7,095	10,005	9,760	9,550
Interest and other financing charges	2,675	2,197	897	4,995	4,797	4,563
Subsidies to other public authorities	0	0	0	0	0	0
Capital asset outlay	12,950	18,934	11,401	34,220	34,741	52,677
Grants and donations	0	0	0	0	0	0
Other nonoperating expenditures	41	41	0	0	0	0
Total Expenditures	46,535	52,816	45,838	74,680	75,707	94,182
<u>CAPITAL CONTRIBUTIONS</u>						
Excess (deficiency) of revenues and capital contributions over expenditures	(7,941)	(12,169)	106,669	(21,873)	(22,900)	(41,375)

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan 2012-2015

CONDENSED STATEMENT OF NET CURRENT ASSETS
(\$000's)

	Last Year (Actual) 2010	Current Year (Estimated) 2011	Next Year (Adopted Budget) 2012	Proposed Budget 2013	Proposed Budget 2014	Proposed Budget 2015
ASSETS						
Current Assets:						
Cash and cash equivalents	8,837	9,200	9,200	8,600	12,400	12,400
Investments	0	0	0	0	0	0
Receivables, net	1,730	1,700	1,900	2,125	2,125	2,125
Other assets	592	610	628	647	666	686
Restricted cash, investments and capital funds	31,057	28,000	120,000	94,000	67,000	28,000
TOTAL CURRENT ASSETS	42,216	39,510	131,728	105,372	82,191	43,211
LIABILITIES						
Current Liabilities:						
Accounts payable	1,577	1,382	1,423	1,466	1,510	1,555
Accrued liabilities	3,323	2,500	3,300	3,300	3,300	3,300
Pension contribution payable	0	0	0	0	0	0
Deferred revenues	0	0	0	0	0	0
Bond anticipation notes payable	0	0	0	0	0	0
Long-term debt due within one year	5,900	7,095	10,005	9,760	9,550	9,335
TOTAL CURRENT LIABILITIES	10,800	10,977	14,728	14,526	14,360	14,190
NET CURRENT ASSETS (DEFICIT)						
Net Current Assets:						
Restricted	31,057	28,000	120,000	94,000	67,000	28,000
Unrestricted	11,159	11,510	11,728	11,372	15,191	15,211
CURRENT ASSETS NET OF CURRENT LIABILITIES	31,416	28,533	117,000	90,846	67,831	29,021

NEW YORK STATE BRIDGE AUTHORITY
Revenues and Expenditures
Actual Financial Performance 2011 and Change in Estimates
for Previously Approved 2011 Budget
(\$000's)

	Actual Financial Performance 2010	09/16/10 Approved Budget 2011	09/15/11 Revised Budget 2011	Difference Between Approved and Revised Budget 2011
REVENUE:				
<i>TOLL REVENUE</i>				
RIP VAN WINKLE BRIDGE	2,970	2,994	2,915	-79
KINGSTON-RHINECLIFF BRIDGE	4,058	4,097	3,983	-114
MID-HUDSON BRIDGE	6,945	7,024	6,818	-206
NEWBURGH-BEACON BRIDGE	20,302	20,474	19,927	-547
BEAR MOUNTAIN BRIDGE	3,394	3,408	3,331	-77
TOTAL TOLL REVENUE	37,669	37,997	36,974	-1,023
FEDERAL AND STATE GRANTS	337	2,575	3,112	-1,100
INTEREST INCOME	414	371	373	2
MISCELLANEOUS INCOME	174	107	188	81
PROCEEDS FROM ISSUANCE OF DEBT	0	0	0	0
TOTAL REVENUE	38,594	41,050	40,647	-2,040
OPERATING EXPENSE:				
<u>ADMINISTRATION EXPENSE</u>				
SALARIES	2,268	2,139	2119	-20
EMPLOYEE RETIREMENT	541	417	293	-124
SOCIAL SECURITY	171	158	158	0
EMPLOYEE HEALTH INSURANCE	722	798	823	25
EMPLOYEE DENTAL & VISION CARE INSURANCE	35	31	32	1
UNEMPLOYMENT	4	0	3	3
DISABILITY INSURANCE	2	2	2	0
SURVIVORS' BENEFITS	7	7	7	0
COMMUNICATIONS	44	47	50	3
UTILITIES	137	127	161	34
WORKERS' COMPENSATION INSURANCE	4	5	4	-1
COMMERCIAL INSURANCE	1,250	1,374	1330	-44
PROFESSIONAL SERVICES	216	299	426	127
SUPPLIES AND MATERIALS	33	62	39	-23
MAINTENANCE AND REPAIRS	45	59	45	-14
INTERGOVERNMENTAL SERVICES ASSESSMENT	365	376	391	15
EQUIPMENT	11	20	25	5
OTHER EXPENSES	52	75	103	28
TOTAL ADMINISTRATION EXPENSE	5,907	5,996	6,011	15

	Actual Financial Performance 2010	09/16/10 Approved Budget 2011	09/15/11 Revised Budget 2011	Difference Between Approved and Revised Budget 2011
<u>OPERATIONS EXPENSE</u>				
SALARIES	5,703	5,665	5,577	-88
EMPLOYEE RETIREMENT	905	710	498	-212
SOCIAL SECURITY	431	431	433	2
EMPLOYEE HEALTH INSURANCE	1,985	2,141	2,027	-114
EMPLOYEE DENTAL & VISION CARE INSURANCE	98	91	77	-14
UNEMPLOYMENT	20	16	25	9
DISABILITY INSURANCE	6	7	7	0
SURVIVORS' BENEFITS	13	7	7	0
COMMUNICATIONS	106	137	142	5
UTILITIES	121	115	141	26
WORKERS' COMPENSATION INSURANCE	52	59	65	6
PROFESSIONAL SERVICES	72	99	162	63
SUPPLIES AND MATERIALS	97	127	111	-16
MAINTENANCE AND REPAIRS	59	102	104	2
ELECTRONIC TOLL COSTS	3,165	3,103	3,264	161
EQUIPMENT	146	318	441	123
OTHER EXPENSES	109	60	58	-2
TOTAL OPERATIONS EXPENSE	13,088	13,188	13,139	-49
<u>ENGINEERING AND MAINTENANCE EXPENSE</u>				
SALARIES	2,747	2,858	2,449	-409
EMPLOYEE RETIREMENT	598	498	418	-80
SOCIAL SECURITY	264	268	252	-16
EMPLOYEE HEALTH INSURANCE	1,583	1,705	1,849	144
EMPLOYEE DENTAL & VISION CARE INSURANCE	75	77	73	-4
UNEMPLOYMENT	0	6	10	4
DISABILITY INSURANCE	5	5	5	0
SURVIVORS' BENEFITS	7	7	7	0
COMMUNICATIONS	5	6	8	2
UTILITIES	264	261	290	29
WORKERS' COMPENSATION INSURANCE	96	102	125	23
PROFESSIONAL SERVICES	242	120	194	74
SUPPLIES AND MATERIALS	91	93	97	4
MAINTENANCE AND REPAIRS	444	671	745	74
EQUIPMENT	36	25	25	0
OTHER EXPENSES	27	50	48	-2
TOTAL ENGINEERING AND MAINTENANCE EXPENSE	6,484	6,752	6,595	-157
DEPRECIATION ON BUILDINGS/EQUIPMENT	613	837	2,416	1,579
TOTAL OPERATING EXPENSE	26,092	26,773	28,161	1,388

	Actual Financial Performance 2010	09/16/10 Approved Budget 2011	09/15/11 Revised Budget 2011	Difference Between Approved and Revised Budget 2011
<u>NONOPERATING EXPENSE</u>				
PRINCIPAL ON 1997 AND 2002 BONDS	5,640	5,900	5,900	0
INTEREST ON 1997 AND 2002 BONDS	2,466	2,150	2,197	54
CAPITAL PLAN OUTLAYS	12,950	20,958	18,934	-2,024
TOTAL NONOPERATING EXPENSES	21,056	29,008	27,031	-1,970
TOTAL EXPENSES	47,148	55,781	55,192	-582
DEFICIENCY OF REVENUES OVER EXPENDITURES	(8,554)	-14,731	-14,545	-1,458

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2012 - 2015
Debt Schedule - December 31st
(\$000's)

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Debt Outstanding (Principal)	\$146,130	\$139,655	\$130,300	\$120,995
Debt Service Payments (Principal & Interest)	8,188	15,003	14,571	14,122
1997 Bonds Debt Service as a % of total pledged revenues * (Fully amortized January 1, 2012)	0.00%	0.00%	0.00%	0.00%
2002 Bonds Debt Service as a % of total pledged revenues *	15.51%	15.51%	15.51%	15.51%
2012 Bonds Debt Service as a % of total pledged revenues *	0.00%	12.90%	12.08%	11.23%
Cumulative Debt Service as a % of total pledged revenues *	15.51%	28.41%	27.59%	26.74%

The proceeds of the proposed 2012 bond sale will be used, along with surplus revenues, to fund the capital improvement plan expenditures. A 15-year, approximate \$100 million, debt issuance is projected for calendar year 2012 at an average interest rate of 3.50%. The proceeds will be used primarily to rehabilitate the deck on the south span of the Newburgh-Beacon Bridge. Proceeds will also be used to fund a debt service reserve fund and pay costs of issuance. The Authority also contemplates the issuance of approximately \$35 million in General Revenue Refunding Bonds for the purpose of currently refunding its existing Series 2002 Bonds for debt service savings. The debt services payments above are NOT reflective of any debt service savings realized through the refinancing of the Authority's Series 2002 Bonds. The Authority is authorized to issue bonds and notes in an aggregate principal amount not-to-exceed \$153.225 million.

* Pledged Revenue	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Tolls	52,407	52,407	52,407	52,407
Interest Income	300	300	300	300
Other Income	100	100	100	100
	<u>52,807</u>	<u>52,807</u>	<u>52,807</u>	<u>52,807</u>

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2012 - 2015

SEE NEW YORK STATE BRIDGE AUTHORITY 2012 - 2016 CAPITAL IMPROVEMENT PROGRAM.



**New York State Bridge Authority
Capital Improvement Program
2012 - 2016
(\$ 000,000's)**

Updated
September 2, 2011

FACILITY	2011	PROGRAM YEARS					FIVE YEAR TOTAL
		2012	2013	2014	2015	2016	
Rip Van Winkle Bridge	\$0.000	\$0.000	\$0.000	\$1.000	\$4.000	\$0.000	\$5.000
Kingston-Rhinecliff Bridge	\$0.000	\$0.000	\$1.600	\$0.000	\$0.000	\$0.000	\$1.600
Mid-Hudson Bridge	\$0.803	\$1.194	\$1.000	\$0.000	\$4.000	\$5.000	\$11.194
Newburgh-Beacon Bridge	\$9.424	\$3.000	\$23.000	\$26.000	\$39.000	\$10.500	\$101.500
Bear Mountain Bridge	\$0.009	\$0.045	\$0.000	\$0.000	\$2.000	\$0.000	\$2.045
Walkway over the Hudson	\$1.908	\$3.525	\$2.700	\$0.025	\$0.400	\$5.300	\$11.950
Systemwide (Engineering)	\$2.391	\$2.734	\$4.638	\$2.256	\$2.415	\$2.430	\$14.473
Systemwide (IT Dept.)	\$3.729	\$0.608	\$0.737	\$1.415	\$0.817	\$0.500	\$4.077
Systemwide (Adm. & Ops.)	\$0.670	\$0.295	\$0.545	\$4.045	\$0.045	\$1.800	\$6.730
Capital Program Totals.....	\$18.934	\$11.401	\$34.220	\$34.741	\$52.677	\$25.530	\$158.569