

**NEW YORK STATE BRIDGE AUTHORITY
ANNUAL PUBLIC AUTHORITY
BUDGET AND FINANCIAL PLAN
2023 - 2026**

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 departmental cost centers as part of the three functional areas: 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 statements of revenue, expenses, and changes in net position is presented 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 Board 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, and fiber leasing. In 2021, \$64.5 million in tolls accounted for 98% of overall operating revenue (excluding financing activities) with \$0.8 million of miscellaneous income primarily from fiber leasing, and interest on investments \$0.5 million comprising the remaining income. On the expense side, salary and related fringe benefits of \$31.8 million equaled 17.7% of the \$179.2 million in total outlays that included an advanced refunding of \$59.9 million. The \$69 million cost of rehabilitation, construction and bridge repairs was 38.5 % of overall expenditures.

In 2022, toll revenues are projected to increase by 2.5% compared to 2021 primarily as a result of the revenue increase associated with the toll schedule revision that was implemented in May of 2021. Toll Revenue for 2023 is expected to rise by 8.2%, or \$5.4 million due to the implementation of the fourth and final phase of the toll schedule revision that is being phased in over four years. The phased increases is implemented on May 1 of each year with completion projected for May 1, 2023.

Interest income is based upon the estimated inventory of investments in the Authority's designated funds as provided for in its bond resolution and prevailing market rates. Interest rates are projected between 0.50% and 2.00% depending on maturity. The Maintenance Reserve and Construction Funds are used to fund capital improvements. These disbursements from those funds increased in 2020 and further increased significantly in 2021 as several contracts, the largest being renovations at Newburgh-Beacon bridge, were awarded and construction began. Replacement of the deck on the North Span at Newburgh-Beacon is expected to be materially complete in 2022. Although the Authority received additional funds in 2021 from the issuance of debt to cover the largest project, the Authority is seeing increases in prevailing interest rates in 2022 with a projection of \$0.7 million as a result of continued low market interest rates and projects to hold funds with a relatively short investment horizon. Investment income is expected to decrease in 2023 to \$0.5 million as interest rates rise while funds available to invest decline over time.

Operating expenses are projected to rise \$1.7 million in 2022 over prior year, or 3.7%. Overall personnel related costs decrease \$7.9 million as GASB 68 Retirement Costs (\$0.07 million) produces a negative expense, increasing interest rates reduced the impact of GASB 75, and the Authority reduces staffing costs associated with the last facility conversion to All Electronic Tolling (AET). The increases include: Electronic Tolling \$7.1 million for transaction costs of AET; Maintenance and Repairs \$1.4 million for maintenance costs of new systems for AET; Commercial Insurance \$0.3 million due to prevailing market conditions; and Depreciation \$0.5 million as the Authority depreciates the new toll system placed in service during 2021.

Operating expenses in 2023 increase \$4.9 million, or 10.1%. This is a result of several items mostly in staffing costs that increase \$4.1 million. Specifically: Salaries costs of \$0.9 million associated with staffing vacant positions and projected contractually obligated wage and salary increases; Retirement costs of \$1.5 million associated with the historical approach to GASB 38 that it projects no impact in future years due to the volatility of the expenses; and Health Insurance costs of \$1.6 million associated with GASB 75 that is projected to be lower in 2022 as a result of a higher discount rate. The other material increase not associated with staffing was Commercial Insurance \$0.4 million from prevailing market rates.

Though staffing levels change at any given time, the Authority currently maintains a staff of 102 full time and 23 part time employees. All but 29 management/confidential employees are represented by the CSEA. The Authority settled a contract with CSEA during 2017 covering the period April 1, 2017 through March 31, 2022. Additionally, the Authority signed an MOU in 2022 with CSEA extending the contract an additional year. The contract, including the extension, provides for the following pay increases, excluding step and longevity increases, for the contract year beginning in April: 2017 2.75%, 2018 2.75%, 2019 2.5%, 2020 2.5%, 2021 2.0% and 2022 2.0%. Total payroll is forecasted to increase at an average rate of 3% reflecting step and longevity increases.

D) Provide a self-assessment of budgeting risks.

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 \$.55 of each Authority toll revenue dollar is a risk. The impact of COVID-19 traffic and revenue reductions demonstrate the Authority's reliance on toll revenue for operations and capital. The Authority has no way to predict a similar event occurring. Other risks, though with a lower likelihood, are mitigated with all Authority bridges 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.

The Authority has been approved to implement a toll schedule revision that is being phased in annually over four years began on May 1, 2020 with completion on May 1, 2023. The Authority is required under the enabling act to receive approval by the NYS Commissioner of the Department of Transportation to implement a toll schedule revision.

On the expense side, the annual increases in health insurance costs, employee retirement, 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 Statements 45/75 (GASB 45/75) as of December 31, 2017. These costs, currently estimated at \$8.7 million for 2022, will ultimately need to be funded. This will require reduced spending in other areas or a toll revenue enhancement. As of December 31, 2016, the Authority was in compliance with GASB 68. Significant changes in the value of retirement assets and or actuary computed liabilities from the New York State and Local Retirement System or actuaries for post employment benefits could materially affect expenses.

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, acts of terrorism, and potentially other

unforeseen events. The Authority cannot predict the potential impact of such events on financial condition.

NY State created the Spending and Government Efficiency (SAGE) Commission in 2011, which reviewed all Authorities and state agencies and proposed recommendations for functional efficiencies up to and including complete consolidation/merger with other agencies or entities. The 2020 NYS Budget included a provision regarding a collaborative agreement for services with the New York State Thruway. While the Authority is not aware of any further pending legislative action, the Authority cannot predict the potential impact of collaboration/consolidation/merger initiatives that may be considered/implemented at a future date.

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

See Accompanying Budget and Financial Plan 2023 - 2027.

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 2022 budget leaves constant the original 2022 budget projection for toll revenue as fluctuations in fuel prices and continuing somewhat lower 2019 traffic levels compared to 2019 are observed. Commercial traffic has rebounded above prepandemic levels and passenger traffic continues to be very close to 2019. Expected interest income will rise to \$0.7 million due to rising interest rates.

Overall Operating Expenses are expected to increase \$4.7 million or approximately 10.8% from the 2022 budget developed in 2021, an increase of \$1.7 million from the prior year end. The variances to budget are almost entirely from an increase in employee health insurance of \$4.4 million as a result of GASB 75. Other variances include: salaries down \$0.5 million associated with continued staffing changes associated with the transition to AET, retirement down \$1.2 million from the impact of GASB 68; and an increase of \$2.4 million for electronic tolling costs associated with higher transaction processing costs under AET.

Non-operating Expenses varied from the original budget for several items totalling \$10.5 million, including: changes to the schedule of debt issuance that refunded the Series 2012 series for the bond years ending 2022 and 2023 resulting in \$7.3 million decrease; the capital program is now projected to cost \$3.5 million more than the original projection due to delayed construction activities from 2021.

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 at a given time fluctuates, the total number of full-time-equivalent employees is expected to remain relatively stable. Employee salaries are funded from toll revenues.

There are 102 full time employees classified as follows:

Bridge Security - 13
Laborers - 47
Clerical - 18
Management - 25

There are 23 part time employees classified as follows:

Bridge Security - 14
Laborers - 2
Management - 7

The 23 part time staff currently work hours equivalent to 29 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.

The Authority projects the implementation of a toll increase phased in annually over four years. This incremental revenue enhancement will increase revenues annually and has begun May 1, 2020 and is expected to be completed on May 1, 2023. This increase is necessary to support the capital program and primarily the replacement of the deck on the Newburgh-Beacon North Span.

The Authority promotes and incentivizes the use of E-Zpass through discounted tolls. This reduces cost of transaction processing as the Authority and the toll industry fully implements AET. Efforts to encourage E-Zpass along with continuous management of transaction capture, billing, and collection activities with AET are reflected in the 2022-2025 Budget and Financial Plan.

The Authority completed the transition to TBM during 2022. This conversion eliminated the operation of the toll plazas and improved traffic flow and safety at the toll plazas. Transition of staffing costs to other functions and incremental transaction processing costs are reflected in the budget.

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

NONE

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, debt proceeds financed from toll revenues, fiber leasing, advertising revenues, and the current values 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
2023 - 2026
(\$000's)

	Last Year (Actual) 2021	Current Year (Estimated) 2022	Next Year Adopted Budget 2023	Proposed Budget 2024	Proposed Budget 2025	Proposed Budget 2026
REVENUE:						
<i>TOLL REVENUE</i>						
RIP VAN WINKLE BRIDGE	5,546	5,518	5,944	6,090	6,098	6,098
KINGSTON-RHINECLIFF BRIDGE	6,809	6,987	7,587	7,805	7,825	7,825
MID-HUDSON BRIDGE	11,928	12,045	13,251	13,693	13,749	13,749
NEWBURGH-BEACON BRIDGE	34,144	35,167	37,854	38,940	39,043	39,043
BEAR MOUNTAIN BRIDGE	6,043	6,383	6,864	7,072	7,085	7,085
TOTAL TOLL REVENUE	64,470	66,100	71,500	73,600	73,800	73,800
INTEREST INCOME	477	700	500	400	400	400
MISCELLANEOUS INCOME	808	615	613	546	650	650
GRANTS	0	35	37	104		
PROCEEDS FROM ISSUANCE OF DEBT	141,554					
TOTAL REVENUE	207,309	67,450	72,650	74,650	74,850	74,850
OPERATING EXPENSE:						
<i>ADMINISTRATION EXPENSE</i>						
SALARIES	2,147	2,311	2,629	2,708	2,789	2,873
EMPLOYEE RETIREMENT	190	-174	377	392	408	424
SOCIAL SECURITY	110	178	201	207	213	220
EMPLOYEE HEALTH INSURANCE	2,560	1,833	2,020	2,101	2,185	2,272
EMPLOYEE DENTAL & VISION CARE INSURANCE	27	29	34	35	37	38
UNEMPLOYMENT	0	0	0	0	0	0
DISABILITY INSURANCE	1	1	1	1	1	1
SURVIVORS' BENEFITS	7	7	7	7	8	8
COMMUNICATIONS	46	74	78	81	84	88
UTILITIES	138	155	166	173	180	187
WORKERS' COMPENSATION INSURANCE	-2	2	3	3	3	3
COMMERCIAL INSURANCE	2,051	2,355	2,774	2,885	3,000	3,120
PROFESSIONAL SERVICES	265	386	421	438	455	474
SUPPLIES AND MATERIALS	25	67	52	54	56	58
MAINTENANCE AND REPAIRS	81	158	140	146	151	157
INTERGOVERNMENTAL SERVICES ASSESSMENT	412	421	421	438	455	474
EQUIPMENT	9	29	29	30	31	33
OTHER EXPENSES	254	224	226	235	244	254
TOTAL ADMINISTRATION EXPENSE	8,321	8,056	9,579	9,934	10,302	10,684

	Last Year (Actual) 2021	Current Year (Estimated) 2022	Next Year (Adopted Budget) 2023	Proposed Budget 2024	Proposed Budget 2025	Proposed Budget 2026
OPERATIONS EXPENSE						
SALARIES	6,393	4,955	5,020	5,171	5,326	5,485
EMPLOYEE RETIREMENT	326	223	707	735	765	795
SOCIAL SECURITY	515	380	384	396	407	420
EMPLOYEE HEALTH INSURANCE	7,912	5,075	5,933	6,170	6,417	6,674
EMPLOYEE DENTAL & VISION CARE INSURANCE	65	63	71	74	77	80
UNEMPLOYMENT	24	53	15	16	16	17
DISABILITY INSURANCE	5	4	4	4	4	4
SURVIVORS' BENEFITS	0	7	7	7	8	8
COMMUNICATIONS	160	194	200	208	216	225
UTILITIES	53	25	28	29	30	31
WORKERS' COMPENSATION INSURANCE	69	71	66	71	71	74
PROFESSIONAL SERVICES	172	52	59	61	64	66
SUPPLIES AND MATERIALS	185	247	359	373	388	404
MAINTENANCE AND REPAIRS	743	1,622	1,658	1,724	1,793	1,865
ELECTRONIC TOLL COSTS	5,506	12,618	12,656	13,162	13,689	14,236
EQUIPMENT	548	236	242	252	262	272
OTHER EXPENSES	107	94	98	102	106	110
TOTAL OPERATIONS EXPENSE	22,783	25,919	27,507	28,553	29,640	30,768

ENGINEERING AND MAINTENANCE EXPENSE						
SALARIES	3,130	3,040	3,599	3,707	3,818	3,933
EMPLOYEE RETIREMENT	382	20	516	537	558	580
SOCIAL SECURITY	309	267	309	318	328	338
EMPLOYEE HEALTH INSURANCE	7,608	5,552	6,155	6,401	6,657	6,924
EMPLOYEE DENTAL & VISION CARE INSURANCE	78	82	88	92	95	99
UNEMPLOYMENT	-10	7	6	6	6	7
DISABILITY INSURANCE	3	3	3	3	3	3
SURVIVORS' BENEFITS	0	7	7	7	8	8
COMMUNICATIONS	23	35	36	37	39	40
UTILITIES	217	256	241	251	261	271
WORKERS' COMPENSATION INSURANCE	219	262	275	286	297	309
PROFESSIONAL SERVICES	219	524	417	434	451	469
SUPPLIES AND MATERIALS	109	136	133	138	144	150
MAINTENANCE AND REPAIRS	188	587	771	802	834	867
EQUIPMENT	37	109	109	113	118	123
OTHER EXPENSES	42	81	80	83	87	90
TOTAL ENGINEERING AND MAINTENANCE EXPENSE	12,554	10,968	12,745	13,216	13,704	14,211

DEPRECIATION ON BUILDINGS/EQUIPMENT						
	2,891	3,342	3,337	3,200	3,200	3,200
TOTAL OPERATING EXPENSE	46,549	48,285	53,168	54,903	56,846	58,863

	Last Year (Actual) 2021	Current Year (Estimated) 2022	Next Year (Adopted Budget) 2023	Proposed Budget 2024	Proposed Budget 2025	Proposed Budget 2026
NONOPERATING (REVENUE) EXPENSE						
PRINCIPAL ON BONDS	59,934	2,100	2,205	2,315	2,430	2,555
INTEREST ON BONDS	2,606	3,024	2,919	2,808	2,692	2,572
BOND ISSUANCE COSTS	1,673					
CHANGES IN FAIR MARKET VALUE OF INVESTMENTS	-559	500	150	150	150	150
CAPITAL PLAN OUTLAYS	68,993	63,048	32,454	31,948	20,745	33,011
TOTAL NONOPERATING EXPENSES	132,647	68,672	37,728	37,221	26,017	38,288
TOTAL EXPENSES	179,196	116,957	90,896	92,124	82,863	97,151
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	28,113	(49,507)	(18,246)	(17,474)	(8,013)	(22,301)

**NEW YORK STATE BRIDGE AUTHORITY
BUDGET AND FINANCIAL PLAN SUMMARY FILE
2023 - 2026**

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

	<u>Last Year (Actual) 2021</u>	<u>Current Year (Estimated) 2022</u>	<u>Next Year (Adopted) 2023</u>	<u>Proposed 2024</u>	<u>Proposed 2025</u>	<u>Proposed 2026</u>
<u>REVENUE & FINANCING SOURCES</u>						
Operating Revenues						
Charges for services	64,470	66,100	71,500	73,600	73,800	73,800
Rental & financing income	0	0	0	0	0	0
Other operating revenues	808	615	613	546	650	650
Nonoperating Revenues						
Investment earnings	477	700	500	400	400	400
State subsidies/grants	0	0	37	104	0	0
Federal subsidies/grants	0	35	0	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	141,554	0	0	0	0	0
Total Revenues & Financing Sources	207,309	67,450	72,650	74,650	74,850	74,850
<u>EXPENDITURES</u>						
Operating Expenditures						
Salaries and wages	11,670	10,306	11,248	11,585	11,933	12,291
Other employee benefits	20,112	13,617	16,845	17,510	18,201	18,920
Professional services contracts	656	962	897	933	970	1,009
Supplies and materials	319	450	544	566	588	612
Other operating expenditures	13,792	22,950	23,634	24,309	25,153	26,031
Nonoperating Expenditures						
Payment of principal on bonds and financing arrangements	59,934	2,100	2,205	2,315	2,430	2,555
Interest and other financing charges	2,606	3,024	2,919	2,808	2,692	2,572
Subsidies to other public authorities	0	0	0	0	0	0
Capital asset outlay	68,993	63,048	32,454	31,948	20,745	33,011
Grants and donations	0	0	0	0	0	0
Other nonoperating expenditures	1,114	500	150	150	150	150
Total Expenditures	179,196	116,957	90,896	92,124	82,863	97,151
<u>CAPITAL CONTRIBUTIONS</u>						
Excess (deficiency) of revenues and capital contributions over expenditures	28,113	(49,507)	(18,246)	(17,474)	(8,013)	(22,301)

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2023 - 2026

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

	Last Year (Actual) 2021	Current Year (Estimated) 2022	Next Year (Adopted Budget) 2023	Proposed Budget 2024	Proposed Budget 2025	Proposed Budget 2026
ASSETS						
Current Assets:						
Cash and cash equivalents	8,191	12,000	12,000	12,000	12,000	12,000
Investments	0	0	0	0	0	0
Receivables, net	5,337	6,000	6,000	6,000	6,000	6,000
Other assets	1,273	1,800	1,800	1,800	1,800	1,800
Restricted cash, investments and capital funds	118,085	77,278	69,032	61,958	64,761	53,709
TOTAL CURRENT ASSETS	132,886	97,078	88,832	81,758	84,561	73,509
LIABILITIES						
Current Liabilities:						
Accounts payable	7,364	2,000	2,000	2,000	2,000	2,000
Accrued liabilities	8,717	6,000	6,000	6,000	6,000	6,000
Pension contribution payable	0	0	0	0	0	0
Deferred revenues	554	491	428	365	302	239
Bond anticipation notes payable	0	0	0	0	0	0
Long-term debt due within one year	59,934	2,100	2,205	2,315	2,430	2,555
TOTAL CURRENT LIABILITIES	76,569	10,591	10,633	10,680	10,732	10,794
NET CURRENT ASSETS (DEFICIT)						
Net Current Assets:						
Restricted	118,085	77,278	69,032	61,958	64,761	53,709
Unrestricted	14,801	19,800	19,800	19,800	19,800	19,800
CURRENT ASSETS NET OF CURRENT LIABILITIES	56,317	86,487	78,199	71,078	73,829	62,715

NEW YORK STATE BRIDGE AUTHORITY
Revenues and Expenditures
Actual Financial Performance 2021 and Change in Estimates
for Previously Approved 2022 Budget
(\$000's)

	Actual Financial Performance 2021	9/15/21 Approved Budget 2022	9/15/22 Revised Budget 2022	Difference Between Approved and Revised Budget 2022
REVENUE:				
<i>TOLL REVENUE</i>				
RIP VAN WINKLE BRIDGE	5,546	5,518	5,518	-
KINGSTON-RHINECLIFF BRIDGE	6,809	6,987	6,987	-
MID-HUDSON BRIDGE	11,928	12,045	12,045	-
NEWBURGH-BEACON BRIDGE	34,144	35,167	35,167	-
BEAR MOUNTAIN BRIDGE	6,043	6,383	6,383	-
TOTAL TOLL REVENUE	64,470	66,100	66,100	-
FEDERAL AND STATE GRANTS	0	37	35	(2)
INTEREST INCOME	477	400	700	300
MISCELLANEOUS INCOME	808	613	615	2
BOND PROCEEDS	141,554		0	
TOTAL REVENUE	207,309	67,150	67,450	300
OPERATING EXPENSE:				
<u>ADMINISTRATION EXPENSE</u>				
SALARIES	2,147	1,896	2,311	415
EMPLOYEE RETIREMENT	190	327	-174	(501)
SOCIAL SECURITY	110	145	178	33
EMPLOYEE HEALTH INSURANCE	2,560	1,211	1833	622
EMPLOYEE DENTAL & VISION CARE INSURANCE	27	33	29	(4)
UNEMPLOYMENT	0	0	0	-
DISABILITY INSURANCE	1	1	1	-
SURVIVORS' BENEFITS	7	7	7	-
COMMUNICATIONS	46	78	74	(4)
UTILITIES	138	172	155	(17)
WORKERS' COMPENSATION INSURANCE	-2	3	2	(1)
COMMERCIAL INSURANCE	2,051	2,370	2355	(15)
PROFESSIONAL SERVICES	265	652	386	(266)
SUPPLIES AND MATERIALS	25	56	67	11
MAINTENANCE AND REPAIRS	81	123	158	35
INTERGOVERNMENTAL SERVICES ASSESSMENT	412	421	421	-
EQUIPMENT	9	25	29	4
OTHER EXPENSES	254	210	224	14
TOTAL ADMINISTRATION EXPENSE	8,321	7,730	8,056	326

	Actual Financial Performance 2021	9/15/21 Approved Budget 2022	9/15/22 Revised Budget 2022	Difference Between Approved and Revised Budget 2022
<u>OPERATIONS EXPENSE</u>				
SALARIES	6,393	5,166	4,955	(211)
EMPLOYEE RETIREMENT	326	489	223	(266)
SOCIAL SECURITY	515	395	380	(15)
EMPLOYEE HEALTH INSURANCE	7,912	3,265	5,075	1,810
EMPLOYEE DENTAL & VISION CARE INSURANCE	65	57	63	6
UNEMPLOYMENT	24	15	53	38
DISABILITY INSURANCE	5	6	4	(2)
SURVIVORS' BENEFITS	0	7	7	-
COMMUNICATIONS	160	191	194	3
UTILITIES	53	137	25	(112)
WORKERS' COMPENSATION INSURANCE	69	148	71	(77)
PROFESSIONAL SERVICES	172	47	52	5
SUPPLIES AND MATERIALS	185	266	247	(19)
MAINTENANCE AND REPAIRS	743	1,750	1,622	(128)
ELECTRONIC TOLL COSTS	5,506	10,169	12,618	2,449
EQUIPMENT	548	232	236	4
OTHER EXPENSES	107	173	94	(79)
TOTAL OPERATIONS EXPENSE	22,783	22,513	25,919	3,406

ENGINEERING AND MAINTENANCE EXPENSE

SALARIES	3,130	3,790	3,040	(750)
EMPLOYEE RETIREMENT	382	686	20	(666)
SOCIAL SECURITY	309	384	267	(117)
EMPLOYEE HEALTH INSURANCE	7,608	3,625	5,552	1,927
EMPLOYEE DENTAL & VISION CARE INSURANCE	78	85	82	(3)
UNEMPLOYMENT	-10	6	7	1
DISABILITY INSURANCE	3	3	3	-
SURVIVORS' BENEFITS	0	7	7	-
COMMUNICATIONS	23	35	35	-
UTILITIES	217	259	256	(3)
WORKERS' COMPENSATION INSURANCE	219	447	262	(185)
PROFESSIONAL SERVICES	219	523	524	1
SUPPLIES AND MATERIALS	109	134	136	2
MAINTENANCE AND REPAIRS	188	610	587	(23)
EQUIPMENT	37	109	109	-
OTHER EXPENSES	42	81	81	-
TOTAL ENGINEERING AND MAINTENANCE EXPENSE	12,554	10,784	10,968	184
DEPRECIATION ON BUILDINGS/EQUIPMENT	2,891	2,547	3,342	795
TOTAL OPERATING EXPENSE	46,549	43,574	48,285	4,711

	Actual Financial Performance 2021	9/15/21 Approved Budget 2022	9/15/22 Revised Budget 2022	Difference Between Approved and Revised Budget 2022
<u>NONOPERATING EXPENSE</u>				
PRINCIPAL ON 1997, 2002, 2011, AND 2012 BONDS	59,934	8,710	2,100	(6,610)
INTEREST ON 1997, 2002, 2011, AND 2012 BONDS	2,606	3,738	3,024	(714)
BOND ISSUANCE COSTS	1,673		0	-
CHANGES IN FAIR MARKET VALUE OF INVESTMENTS	-559	150	500	350
CAPITAL PLAN OUTLAYS	68,993	66,569	63,048	(3,521)
TOTAL NONOPERATING EXPENSES	132,647	79,167	68,672	(10,495)
TOTAL EXPENSES	179,196	122,741	116,957	(5,784)
DEFICIENCY OF REVENUES OVER EXPENDITURES	28,113	(55,591)	(49,507)	6,084

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2023 - 2026
Debt Schedule - December 31st
(\$000's)

	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Debt Outstanding (Principal)	\$114,235	\$112,135	\$109,930	\$107,615	\$105,185
Debt Service Payments (Principal & Interest)					
Series 2021A Bonds (Principal & Interest)	3,150	3,150	3,150	3,150	3,150
Series 2021B Refunding Bonds (Principal & Interest)	4,002	4,002	4,001	4,001	4,004
Series 2021A Bonds Debt Service as a % of total pledged revenues *	4.69%	4.32%	4.21%	4.21%	4.21%
Series 2021B Refunding Debt Service as a % of total pledged revenues *	5.95%	5.49%	5.35%	5.35%	5.35%
Cumulative Debt Service as a % of total pledged revenues *	10.64%	9.82%	9.57%	9.55%	9.56%

The proceeds of the Series 2012 bond sale were used, along with surplus revenues, to fund overall capital improvement plan expenditures. The Authority issued the Series 2012, a 15-year \$90.3 million debt issuance, at an all in TIC of 2.83%. The Series 2012 proceeds were used primarily to rehabilitate the deck on the south span of the Newburgh-Beacon Bridge. Proceeds were also used to fund a debt service reserve fund and pay costs of issuance. The Authority issued the Series 2021A, a 29-year \$73.3 million debt issuance, at an all in TIC of 2.67%. This new money, along with surplus revenues, funded the overall capital improvement plan. The Authority issued the Series 2021B, a 14-year \$40.9 million, at an all in TIC of 1.66%. These forward delivery refunding bonds provided a net PV savings of \$3.3 million to refund the Series 2012 for the maturities in bond years ending January 1 for 2023 through 2027. Assumes principal and interest payable on January 1 is paid in the preceding year. The Authority is authorized to issue bonds and notes in an aggregate principal amount not-to-exceed \$153.225 million.

* Pledged Revenue	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Tolls	66,100	71,500	73,600	73,800	73,800
Interest Income	477	700	500	400	400
Other Income	650	650	650	650	650
	<u>67,227</u>	<u>72,850</u>	<u>74,750</u>	<u>74,850</u>	<u>74,850</u>

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2023 - 2026

SEE NEW YORK STATE BRIDGE AUTHORITY 2023 - 2027 CAPITAL IMPROVEMENT PROGRAM.

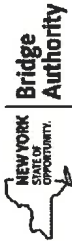


Bridge Authority

New York State Bridge Authority Capital Improvement Program 2023 - 2027 (\$ 000,000's)

September 8, 2022

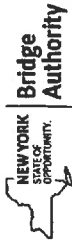
FACILITY	2022	PROGRAM YEARS					TOTAL
		2023	2024	2025	2026	2027	
Rip Van Winkle Bridge	\$0.000	\$0.000	\$2.000	\$10.000	\$0.000	\$5.000	\$17.000
Kingston-Rhinecliff Bridge	\$0.000	\$0.000	\$10.000	\$0.000	\$0.000	\$5.000	\$15.000
Mid-Hudson Bridge	\$1.150	\$3.000	\$0.500	\$5.250	\$0.000	\$8.000	\$16.750
Newburgh-Beacon Bridge	\$39.500	\$11.250	\$0.000	\$0.000	\$0.000	\$0.000	\$11.250
Bear Mountain Bridge	\$2.900	\$5.000	\$5.000	\$1.000	\$21.500	\$21.500	\$54.000
Walkway over the Hudson	\$0.000	\$0.000	\$0.000	\$0.500	\$0.000	\$0.000	\$0.500
Systemwide (Engineering)	\$14.250	\$8.900	\$12.950	\$2.950	\$10.450	\$3.075	\$38.325
Systemwide (IT Dept.)	\$1.284	\$3.806	\$1.223	\$0.970	\$0.986	\$0.913	\$7.898
Systemwide (Adminstration)	\$0.145	\$0.140	\$0.050	\$0.050	\$0.050	\$0.050	\$0.340
Systemwide (Operations)	\$3.819	\$0.358	\$0.225	\$0.025	\$0.025	\$0.025	\$0.658
Program Total	\$63.048	\$32.454	\$31.948	\$20.745	\$33.011	\$43.563	\$161.721



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
R0001 2009	Facility Rehab	<u>Rip Van Winkle, Electrical Upgrade</u> Complete bridge electrical wiring removal, install new conductor cables, new load centers and transformers.	CONST			1.000				1.000	Postponed from 2020 - 2024
			OTHER							0.000	
			TOTAL	0.000	0.000	1.000	0.000	0.000	0.000	1.000	
R0002 2010	Preventative Maintenance	<u>Rip Van Winkle, Maintenance Painting</u> Power tool clean and spot painting of pier steel bents and Deck Truss.	CONST				10.000			5.000	2025; \$3 mil - Towers, \$7 mil Deck Truss 2027 - \$5 mil - Thru Truss
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	10.000	0.000	5.000	15.000	
R0006 2013	Facility Rehab	<u>Rip Van Winkle, Approach Paving and NovaChip</u> Mill and Fill approach roadway and NovaChip overlay main bridge.	CONST			1.000					Postponed from 2020 - 2024
			OTHER							0.000	
			TOTAL	0.000	0.000	1.000	0.000	0.000	0.000	1.000	
			CONST							0.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			CONST							0.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Rip Van Winkle Annual Totals:				\$0.000	\$0.000	\$2.000	\$10.000	\$0.000	\$5.000	\$17.000	<< 2023-2027 Total



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

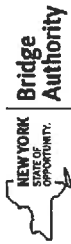
Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
K0001 2007	Facility Rehab	<u>Kingston-Rhinecliff, Highway Improvements</u> West & East Approach Highway Improvements, \$2 mil	CONST			2,000			2,000	2,000	Biennial Inspection indicates approach highway is in good condition.
			OTHER						0,000	0,000	
			TOTAL	0,000	0,000	2,000	0,000	0,000	0,000	2,000	
K0002 2010	Preventative Maintenance	<u>Kingston-Rhinecliff, Program Painting</u> 2024 - Lead Abatement and re-painting of the west and east approach girder spans.	CONST			6,000			6,000	11,000	\$6 mil delayed to 2024, paint remains in good condition. \$5 Maintenance Painting deck truss
			OTHER						0,000	0,000	
			TOTAL	0,000	0,000	6,000	0,000	0,000	5,000	11,000	
K0004 2015	Preventative Maintenance	<u>Kingston-Rhinecliff, Electrical Upgrade</u> Replace bridge power and lighting cables	CONST			2,000			2,000	2,000	Postponed from 2020 - 2024
			OTHER						0,000	0,000	
			TOTAL	0,000	0,000	2,000	0,000	0,000	0,000	2,000	
			CONST						0,000	0,000	
			OTHER						0,000	0,000	
			TOTAL	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
			CONST						0,000	0,000	
			OTHER						0,000	0,000	
			TOTAL	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Kingston-Rhinecliff Annual Totals:				\$0,000	\$0,000	\$10,000	\$0,000	\$0,000	\$5,000	\$15,000	<< 2023-2027 Total



New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)

Engineering

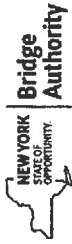
Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks
				2022	2023	2024	2025	2026		
M0002 2010	Preventative Maintenance	<u>Mid-Hudson, Maintenance Painting</u> 2026-2027 - Power tool clean and spot paint stiffening truss. 2026-2027 - Tower Painting	CONST						8.000	Postpone contract painting to 2027 - 2028.
			OTHER						0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	8.000	
M0003 2010 & 2011	Facility Rehab	<u>Mid-Hudson, Approach and Bridge Paving</u> Mill and fill main span overlay with asphalt waterproofing membrane. Replace asphaltic plug joints. Pavement Joint repairs, drainage upgrade and cleaning, milling and re-pave, and striping. Replace Approach median barrier.	CONST		3.000				3.000	Deferred from 2019 to 2023 after 2021 curb and railing rehabilitation project.
			OTHER						0.000	
			TOTAL	0.000	3.000	0.000	0.000	0.000	3.000	
M0005 2010	Facility Rehab	<u>Mid-Hudson, East Approach Viaduct Spans</u> Lead abatement of approach spans including arch truss over the Metro-North rail line.	CONST				3.000		3.000	Postponed from 2018 to 2025, \$3 mil Paint System remains in satisfactory condition.
			OTHER						0.000	
			TOTAL	0.000	0.000	0.000	3.000	0.000	3.000	
M0006 2009	Investigation	<u>Mid-Hudson, Main Cable Inspection</u> 1) Inspection of the Main Cable last performed 2018. Opening Main Cable for Investigation and Sampling. Investigation testing / analysis report.	CONST						0.000	Next scheduled Investigation 2028, 10yrs.
			OTHER						0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	
M0013 2019	Facility Improvement	<u>Mid-Hudson, Star Building</u> Loading Dock w/ Roof system addition	CONST				0.750		0.750	
			OTHER						0.000	
			TOTAL	0.000	0.000	0.000	0.750	0.000	0.750	



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
M0014 2019	Facility Rehab	<u>Mid-Hudson, Steel Repairs</u> Stiffening Truss Hanger Repairs Remove and Replace bridge curbing & box beam railing Tower Joint Repairs NBB-West Abutment bearing repairs	CONST	1.100						0.000	
			OTHER	0.050						0.000	
			TOTAL	1.150	0.000	0.000	0.000	0.000	0.000	0.000	
M0015 2019	Facility Rehab	<u>Mid-Hudson, Main Cable Suspenders and Cable Dehumidification</u> Remove and Replace Main Cable Suspenders Install main cable dehumidification system	CONST							0.000	Postponed to 2028 \$0.500 Design Suspender replacement \$10mil 2029
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
M0016 2019	Preventative Maintenance	<u>Mid-Hudson, Rock Cut Stabilization</u> West Approach Rock Scaling	CONST			0.500				0.500	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.500	0.000	0.000	0.000	0.500	
M0017 2020	Facility Rehab	<u>Mid-Hudson, Electrical Upgrade</u> Complete bridge electrical wiring removal, install new conductor cables, new load centers and transformers.	CONST				1.500			1.500	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	1.500	0.000	0.000	1.500	
			CONST							0.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Mid-Hudson Annual Totals:				\$1,150	\$3,000	\$0,500	\$5,250	\$0,000	\$8,000	\$16,750	<< 2023-2027 Total



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

September 8, 2022
Page 5 - NBB

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
N0008 2014	Facility Rehab	NBB - North Span Deck Replacement Replace deck, replace parapet wall, place polymer waterproofing overlay and install new LUS / gantries. Install AET gantry, roadway alignment & remove toll booths	CONST	36,000	9,000				9,000	Awarded: NBB Deck - June 2020 -\$101mil deck replacement: 2020, 2021, 2022 and 2023 approach/project closeout/retainage. -Design Deck Replacement 2019 - 2020 -Construction MOU - Substantial completion September 2022, Final June 2023.	
			CI DESIGN	1,500	0.750				0.750 0.000		
			TOTAL	39,500	9,750	0.000	0.000	0.000	0.000		9,750
N0014 2023	Facility Rehab	NBB - Maintenance Building Renovation Complete Building renovation and window replacement	CONST		1,500				1,500		
			OTHER						0.000		
			TOTAL	0.000	1,500	0.000	0.000	0.000	0.000	1,500	
			CONST						0.000		
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
			CONST						0.000		
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
			Newburgh-Beacon Annual Totals:	\$39,500	\$11,250	\$0,000	\$0,000	\$0,000	\$0,000	\$11,250	<< 2023-2027 Total

**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	2022	Program Years					TOTAL	Remarks
					2023	2024	2025	2026	2027		
B0005 2007	Extra Maintenance	Bear Mountain - Main Cable Evaluation Opening Main Cable for Investigation and Sampling. Investigation testing / analysis report.	CONST							0.000	Next Scheduled Investigation 2028. 10yrs.
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
B0002 2007	Preventative Maintenance	Bear Mountain - Maintenance Painting Spot clean and overcoat towers. Spot clean and overcoat stiffening truss 2028 - 2029.	CONST		5.000					10.000	2029, \$15mil - Maintenance paint stiffening truss after deck, parapet and sidewalks replacement project.
			OTHER							0.000	
			TOTAL	0.000	5.000	0.000	0.000	0.000	10.000		
B0003 2007 2019	Extra Maintenance	Bear Mountain - Main Cable Safety Handrope and Suspender replacement in 2028 Remove and replace main cable safety handrope \$2mil Remove and replace main cable suspenders \$5mil	CONST							0.000	Hand rope moved from 2022 to 2028 combine with suspender rope replacement
			OTHER							0.000	
			TOTAL	0.000	5.000	0.000	0.000	0.000	0.000		
B0006 2017	Preventative Maintenance	Bear Mountain - Plaza Rehab & Deck Overlay Deck Repairs, mill, new overlay and pavement markings Approach Rehab 2021; Remove Toll Plaza	CONST	2.700						0.000	AET Commissioned Fall 2021
			OTHER	0.200						0.000	
			TOTAL	2.900	0.000	0.000	0.000	0.000	0.000		
B0007 2020	Facility Rehab	Bear Mountain - Deck Replacement Replace 50 year old deck, bridge sidewalk, and parapets	CONST				20.000			40.000	Design/Design Support 2025 - 2027; \$1mil Construction 2026 - 2027; \$56mil Construction Inspection 2026 - 2027; \$3mil
			OTHER			1.000	1.500	1.500	4.000		
			TOTAL	0.000	0.000	1.000	21.500	21.500	44.000		
Bear Mountain Annual Totals:				\$2,900	\$5,000	\$1,000	\$21,500	\$21,500	\$21,500	\$54,000	<< 2023-2027 Total

**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	2022	Program Years				TOTAL	Remarks	
					2023	2024	2025	2026			2027
W0001 2010	Investigation	<u>WOTH, Bridge Inspection</u> Performed detailed inspection of the bridge structure with hands-on inspection of fracture critical members, 5 year cycle, 2010, 2015, 2020 and 2025, etc. 2022 - Underwater inspection to be included with Authority's current 5 yr cycle, see S0002.	CONST						0.000		
			OTHER			0.500			0.500		
			TOTAL	0.000	0.000	0.500	0.000	0.000	0.500		
W0006 2011	Preventative Maintenance	<u>WOTH, Structural Steel Maintenance Painting</u> Cleaning and painting steel bents and select deck truss members	CONST						0.000	Postpone \$15mil 2027 to 2030	
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
W0007 2011	Preventative Maintenance	<u>WOTH - River Pier Base Maintenance</u> 1) 2017 Under water pier inspection 2) Concrete pier base repairs pending inspection findings combine with S0005 -Sys pier base maintenance 3) 2026 Substructure maintenance	CONST						0.000	2023 - WOTH \$0.750, see Systemwide S0005	
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
W0011 2022	Preventative Maintenance	<u>WOTH - Structural Steel Maintenance Repairs</u> Perform Priority one (1) and Priority two (2) repairs	CONST						0.000	2023 - WOTH \$3.000, see Systemwide S0011	
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
			CONST						0.000		
			OTHER						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
WOTH Annual Totals:				\$0.000	\$0.000	\$0.500	\$0.000	\$0.000	\$0.500	\$0.500	<< 2023-2027 Total



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks		
				2022	2023	2024	2025	2026			2027	
S0001	Investigation	BA2017-RE-103: General Consultant and Inspections Annual detailed inspection of each bridge facility with hands on inspection of all fracture critical members. Odd year biennial inspection: KRB & NBB (N&S spans) Even year biennial inspection: RVWB, MHB & BMB	INSP	0.700	0.800	0.800	0.800	0.800	0.800	4.000	NYSBA - Biennial Inspection support, Authority personnel and equipment, UB 60 & 30.	
			NYSBA	0.090	0.090	0.090	0.090	0.090	0.090	0.450	Biennial Consultants: 2017 - 2022 Modjeski & Masters, Inc. ATANE, formerly HAKS Engineering WSP Engineering	
			TOTAL	0.790	0.890	0.890	0.890	0.890	0.890	4.450		
S0002 2007	Investigation	Periodic Underwater Bridge Inspections Diver hands-on inspection and video tape inspections of all Authority in-water piers below the water surface. Work include observation and recommendation by professional engineers, 5 yr. cycle.	INSP	0.100					0.125	0.125		
			OTHER							0.000	0.000	
			TOTAL	0.100	0.000	0.000	0.000	0.000	0.125	0.125		
S0003	Extra Maintenance	BA20XX-RE-10X: In-House Capital Projects In-House construction activities	CONST	1.000	1.000	1.000	1.000	1.000	1.000	5.000		
			ENGR	0.310	0.310	0.310	0.310	0.310	0.310	1.550		
			TOTAL	1.310	1.310	1.310	1.310	1.310	1.310	6.550		
S0004	Extra Maintenance	BA2020-RE-109: Capital Maintenance Projects Standby readiness contract for urgent bridge, highway repairs and AETC.	CONST	0.500	0.500	0.250	0.250	0.250	0.250	1.500	Reduce 2024, NBB N. Span Deck completed	
			OTHER							0.000	0.000	
			TOTAL	0.500	0.500	0.250	0.250	0.250	0.250	1.500		
S0005 2008	Preventative Maintenance	Systemwide, River Pier Base Maintenance Masonry pier pointing, concrete repairs and rip-rap placement as recommended from underwater and visual inspections.	CONST	1.100	1.500					1.500	2023 - MHB \$0.750 and WOTH \$0.750	
			OTHER							0.000	0.000	
			TOTAL	1.100	1.500	0.000	0.000	0.000	0.000	1.500		



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

Engineering

September 8, 2022
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Project I.D.	Project Type	Project Title/Description	Phase	2022	Program Years				TOTAL	Remarks
					2023	2024	2025	2026		
S0006 2008	Preventative Maintenance	<u>Systemwide, Substructure Maintenance (Land Piers)</u> Partial depth concrete repairs and sealing	CONST					5.500		Deferred from 2019 - 2021 - 2026 BMB \$0.500 NBB \$2.000
			OTHER					0.000		MHB \$1,000 and WOTH \$0.500 KRB \$1,000 RVW \$0.500
			TOTAL	0.000	0.000	0.000	5.500	0.000	5.500	
S0007	Equipment	<u>Systemwide, Equipment Purchases</u> Acquisition of major extraordinary vehicles and equipment necessary to operate and maintain the bridge system.	CONST							
			OTHER	0.100	0.700	0.500	0.500	0.500	2.700	2023 to include Electric Trucks
			TOTAL	0.100	0.700	0.500	0.500	0.500	2.700	
S0011	Preventative Maintenance	<u>Systemwide, Steel Maintenance Repairs</u> Miscellaneous steel and bearing repairs	CONST		3.000			2.000		W0011 - 2023 WOTH Steel Maint. Repairs \$3 mil; Perform Priority one (1) and Priority two (2) repairs
			OTHER						0.000	
			TOTAL	0.000	3.000	0.000	2.000	0.000	5.000	
S0012	Preventative Maintenance	<u>Systemwide, Suicide Deterrent/Security Fencinas</u> Furnish and install curved top pedestrian chain-link fencing at RVW, KRB, MHB, NBB (N&S) spans & BMB.	CONST		1.000	10.000				10 ft. high fencing with 1 inch mesh fence fabric on standard vertical curved top pipe, P.V.C. or or galvanized coated.
			OTHER						0.000	2023 - Design 2024 - Proposed Fencing 2026 - BMB fencing with deck replacement
			TOTAL	0.000	1.000	10.000	0.000	0.000	11.000	
S0013 SO-0003	Facility Rehab	<u>Systemwide, All Electronic Toll plaza removal / rehab</u> MHB / KRB / RVWB: Toll plaza reconstruction for AET.	CONST							
			OTHER	0.350					0.000	
			TOTAL	0.350					0.000	
Systemwide (Engineering) Annual Totals:				\$14,250	\$8,900	\$12,950	\$2,950	\$10,450	\$3,075	\$38,325 << 2023-2027 Total



**New York State Bridge Authority
Capital Improvement Program
2023 - 2027
(\$ 000,000's)**

IT

Project I.D.	Project Type	Project Title/Description	Budget	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
SI-0002	IT	Systemwide - Office Equipment Purchases, Copier, Printers, plotter, Badge printer, PC upgrades	Budget	0.028	0.045	0.035	0.060	0.028	0.030	0.198	Ops Copier, Badge Printer, PC Alt. years
SI-0003	IT	Mid-Hudson - Necklace Lights	Budget	0.000	0.005	0.005	0.005	0.005	0.005	0.025	Rehab aging necklace lights installed in 2001; Replace lens, power supply, gaskets, etc.
SI-0005	IT	Id Card Access Upgrade	Budget	0.015					0.015	0.015	
SI-0010	IT	ITS Components - Multiplexer, cabinet, UPS	Budget	0.015	0.015	0.400	0.015	0.015	0.015	0.460	2024 end of life for all building UPS's
SI-0013	IT	Windows File server(s) and Web Filter	Budget	0.070	0.055	0.070	0.100	0.100	0.100	0.425	
SI-0015	IT	Data Cabling	Budget	0.035	0.035	0.035	0.035	0.035	0.035	0.175	
SI-0023	IT	Firewall Upgrade	Budget		0.065					0.065	
SI-0029	IT	Systemwide -Backup	Budget	0.000	0.025	0.065				0.090	2023 Email Archive system
SI-0032	IT	Systemwide - Alarm	Budget	0.005	0.510	0.010	0.010	0.010	0.010	0.550	2023 Alarm Assessment / Re-Design
SI-0035	IT	Systemwide Routers and Switches	Budget		0.150		0.150			0.300	Hirschman RS 20 Replacement
SI-0036	IT	Mid-Hudson - Command Center, ITS Equip.	Budget	0.100	0.100	0.250	0.100	0.100	0.100	0.650	2024 - Drone detection
SI-0038	IT	Systemwide - Security Operations Center	Budget	0.050						0.000	Cyber Security Grant \$49K; NYSBA's portion \$15K
SI-0039	IT	Systemwide - Radio	Budget	0.000	0.050					0.050	
SI-0040	IT	Systemwide - Weather Station Replacement	Budget	0.000	0.250					0.250	
SI-0041	IT	Systemwide - Fuel System Upgrade	Budget	0.015	0.150					0.150	



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IT

Project I.D.	Project Type	Project Title/Description	Budget	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
SO-0011	IT	UPS (Un-interruptible Power System)	Budget	0.010	0.010	0.010	0.010	0.100	0.010	0.140	Battery Replacement 2026
SO-0012	IT	Suicide Call Boxes - Upgrade / Replacement	Budget	0.008	0.010	0.010	0.010	0.010	0.010	0.048	
SO-0034	IT	Systemwide Camera Replacements	Budget	0.200	0.200	0.200	0.250	0.250	0.250	1.150	
SO-0035	IT	ITS Consultant - Kapsch, Inc	Budget	0.125	0.125	0.125	0.125	0.125	0.125	0.625	
SO-0038	IT	NBB S. Span VMS Upgrade	Budget					0.200	0.200	0.400	
SO-0040	IT	Systemwide - LPR	Budget	0.008	0.008	0.008	0.100	0.0080	0.0080	0.132	Replace and upgrade servers. Add additional server for redundancy. 2020 - Replace LPR Cameras and add capabilities
SO-0041	Eng	Systemwide - VMS Replacement	Budget		2.000						
IT Dept. - Systemwide Annual Totals:				\$1,284	\$3,806	\$1,223	\$0,970	\$0,986	\$0,913	\$7,898	<< 2023-2027 Total

Administration

Project I.D.	Project Type	Project Title/Description	Budget	Program Years					TOTAL	Remarks	
				2022	2023	2024	2025	2026			2027
SA-0001	Admin	Equipment Purchases, Administration	Budget	0.020	0.020	0.025	0.025	0.025	0.025	0.120	Misc Equipment: printers, id badges, etc.
SA-0002	Admin	Business Application Enhancement	Budget	0.125	0.100	0.025	0.025	0.025	0.025	0.200	JDE Version upgrade 2022 Kronos Software Upgrade 2023 I-Series Hardware upgrade 2023
SA-0003	Admin	Digital Personnel Filing System Upgrade	Budget	0.000	0.020					0.020	OnBase Software Upgrade 2023
Administration - Systemwide Annual Totals:				\$0,145	\$0,140	\$0,050	\$0,050	\$0,050	\$0,050	\$0,340	<< 2023-2027 Total

