

STATE OF NEW YORK
OFFICE OF THE STATE COMPTROLLER

ANNUAL PUBLIC AUTHORITY
BUDGET AND FINANCIAL PLAN REQUEST
2026

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: December 2, 2025 (Tentative)

FISCAL YEAR START DATE: January 1

PREPARED BY: Brian Bushek

TITLE: Treasurer

PHONE NO.: 845-691-7245

E-MAIL ADDRESS: bbushek@nysba.ny.gov

SIGNATURE: 

DATE: 10/29/25

**NEW YORK STATE BRIDGE AUTHORITY
ANNUAL PUBLIC AUTHORITY
BUDGET AND FINANCIAL PLAN
2026 - 2029**

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 and the 5 Year Capital Improvement Budget. 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, normally within 30 days after the end of each month. The statements of revenue, expenses, and changes in net position are 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 2024, \$82.5 million in tolls accounted for 91.7% of overall operating revenue (excluding financing activities) with \$1.1 million of miscellaneous income primarily from fiber leasing, and interest on investments \$6.4 million comprising the remaining income. On the expense side, salary and related fringe benefits of \$10.8 million equaled 17.0% of the \$63.5 million in total outlays (excluding financing activities). Electronic Tolling Costs, consisting primarily of transaction fees and credit card fees through the NY E-ZPass customer service center, were \$9.6 million or 15.1% of total outlays. The \$26.9 million cost of rehabilitation, construction and bridge repairs was 42.3% of overall expenditures.

In 2025, toll revenues are projected to increase by 0.62% compared to 2024 through increased traffic and as a result of some delays in collection of funds at the NY Customer Service Center. Toll Revenue for 2026 is expected to remain consistent with 2025.

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 3.00% and 4.50% depending on maturity. The Maintenance Reserve and Construction Funds are used to fund capital improvements. These disbursements from those funds increase in 2025 as the Authority prepares for 2026 projects including the deck replacement at the Bear Mountain Bridge and repairs to the east approach at Mid Hudson Bridge. Investment income is expected to decline in 2025 to \$6.0 million as interest rates decline, offsetting increases in funds available to invest rose. Investment income in 2026 is expected to decline with continued capital expenditures reducing funds available to invest and some easing of current interest rates.

Operating expenses are projected to increase by \$5.3 million in 2025 over prior year, or 16.8%. Overall personnel related costs increase \$1.0 million. Personnel related cost changes consisted of increases in Salaries (\$1.2 million) (contractually obligated wage and salary increases and incremental staffing) and Retirement (\$1.1 million) (primarily from: GASB 68 Retirement Costs) and GASB 75 Post Retirement Benefits (-\$1.6 million) that produces a greater negative expense in 2025 compared to 2024. The remaining material increases include: Electronic Tolling \$2.0 million for transaction costs of AET that will stabilize in 2026 as part of a new contract; Maintenance and Repairs \$1.1 million for equipment maintenance contracts and general maintenance costs, impacted by inflationary pressures; Commercial Insurance increased \$0.5 million due to prevailing market conditions; and Depreciation that declines by \$0.5 million.

Operating expenses in 2026 increase \$5.5 million, or 14.9%. This is primarily a result of GASB 75 projections. In 2025, GASB 75 is projected to be a negative expense of -\$9.5 million and it drops to a negative expense of \$4.0 million in 2026. This change reflects \$5.5 million increase. Several other items, also change in 2026. Specifically: Salaries costs increase \$1.5 million associated with staffing vacant positions and projected contractually obligated wage and salary increases; Health Insurance Costs (excluding GASB 75) are projected to increase by \$0.3 million on the higher costs of benefits and more retirements; The other material increases not associated with staffing were Commercial Insurance \$0.2 million from prevailing market rates and Electronic Tolls Costs decreasing \$1.7 million under a new contract with the NY Customer Service Center for Tolls by Mail and E-ZPass is implemented.

Though staffing levels change at any given time, the Authority currently maintains a staff of 108 full time and 28 part time employees. All but 39 management/confidential employees are represented by the CSEA. The Authority settled a contract with CSEA in 2023 with CSEA for the period March 30, 2023 through March 25, 2026. The contract provides for the following pay increases, excluding step and longevity increases, for the contract year beginning in April: 2023 3.0%, 2024 3.0%, 2025 3.0%, and 2026 3.0%. Total payroll is forecasted to increase at an average rate of 3% reflecting COLA, step, and longevity increases.

D) Provide a self-assessment of budgeting risks.

The Authority's financial position continues to be shaped by its reliance on toll revenues, which represent the overwhelming majority of operating and capital resources. The Newburgh-Beacon Bridge alone generates more than half of total toll revenue, making it a critical component of the system's financial stability. While toll revenues have historically been resilient, the COVID-19 pandemic highlighted the risks of sudden traffic declines and the potential impact on revenues and operating expenditures. Broader economic conditions, such as fuel price volatility, can also affect traffic volumes. These revenue risks are partially mitigated by insurance coverage that protects all Authority bridges against property damage and up to two years of lost revenue. The Authority is also required under the enabling act to receive approval by the Commissioner of the Department of Transportation for any toll schedule revisions.

On the expenditure side, the capital program represents the largest area of budgetary exposure. Cost inflation has been significant across the industry, particularly for steel and painting work, and the Authority continues to update its spending projections to reflect current market conditions. The Bear Mountain Bridge deck replacement—total estimated at \$108 million and scheduled for award in early 2026—will be a defining project for the near term. Together with several smaller rehabilitation efforts, it represents the majority of projected spending over the next two years. While design and engineering estimates provide a working framework, material uncertainty remains until contract bids are received. At that point, the Authority will have greater clarity on inflationary impacts and be in a better position to determine, if any, additional resources are required.

The Authority under the enabling act has a statutory debt cap of \$153.255 million that was last revised in 2009. To support the capital program projections for the coming years the Authority may need to receive relief from the current debt cap through legislative action. The Authority's available bonding capacity currently is insufficient to support the capital program in this plan as presented. The Authority can not predict the response from the legislature to the request for debt cap relief.

On the expense side, annual increases in health insurance, employee retirement costs, and the accrual of health insurance benefits for current employees in retirement represent potential future budgeting risks. The Authority remains in compliance with Governmental Accounting Standards Board Statements 45/75 (GASB 45/75) as of December 31, 2017. These costs, currently estimated at approximately \$9.5 million for 2025 (based on actuarially calculations of present-value liabilities), will ultimately need to be funded. This may require reduced spending in other areas or increases in toll revenue. The Authority was also in compliance with GASB 68 as of December 31, 2016. Significant fluctuations in the value of retirement assets or in actuary computed liabilities from the New York State and Local Retirement System or post employment benefit actuaries could materially affect expenses.

The bridge system remains subject to severe weather conditions and other risks, including storms, high winds, flooding, earthquakes, fires, explosions, hazardous material spills, labor actions, sabotage, wars, blockades, riots, threats, acts of terrorism, and other unforeseen events. The Authority cannot predict the potential impact of such occurrences on financial condition.

Finally, in 2011 NY State established the Spending and Government Efficiency (SAGE) Commission to review all Authorities and agencies and recommend functional efficiencies, including the possibility of consolidation or merger. In addition, the 2020 NYS Budget included a provision for a collaborative service agreement with the New York State Thruway. While the Authority is not aware of any current or pending legislative action, it cannot predict the potential impact of future collaboration, consolidation, or merger initiatives.

See Accompanying Budget and Financial Plan 2026 - 2029.

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 2025 budget increases the original 2025 budget projection for toll revenue by \$2.9 million on continued strong traffic and payment rates. Commercial traffic had rebounded above prepandemic levels and passenger traffic continues to be higher than 2024. Expected interest income will remain at \$6.0 million due to declining market interest rates only partially offset by increases in funds available to invest.

Overall Operating Expenses are expected to decrease \$10.0 million or approximately 21.2% from the 2025 budget developed in 2024, an increase of \$5.3 million from the prior year end 2024. The variances to budget are from a decrease in employee health insurance related to GASB 75 of \$11.9 million.

Non-operating Expenses varied from the original budget by \$24.6 million, primarily from changes to the capital program. Capital is now projected to cost \$16.9 million less than the original projection due to delayed construction activities that will shift into 2026.

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 108 full time employees classified as follows:

- Bridge Security - 14
- Laborers - 52
- Clerical - 10
- Management - 32

There are 28 part time employees classified as follows:

- Bridge Security - 16
- Laborers - 3
- Clerical - 2
- Management - 7

The 28 part time staff currently work hours equivalent to 21 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 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 2026-2029 Budget and Financial Plan.

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
2026 - 2029
(\$000's)

	Last Year (Actual) 2024	Current Year (Estimated) 2025	Next Year Adopted Budget 2026	Proposed Budget 2027	Proposed Budget 2028	Proposed Budget 2029
REVENUE:						
<i>TOLL REVENUE</i>						
RIP VAN WINKLE BRIDGE	6,984	6,923	6,923	6,923	6,923	6,923
KINGSTON-RHINECLIFF BRIDGE	8,547	8,647	8,647	8,647	8,647	8,647
MID-HUDSON BRIDGE	14,306	14,626	14,626	14,626	14,626	14,626
NEWBURGH-BEACON BRIDGE	45,585	45,391	45,391	45,391	45,391	45,391
BEAR MOUNTAIN BRIDGE	7,068	7,413	7,413	7,413	7,413	7,413
TOTAL TOLL REVENUE	82,490	83,000	83,000	83,000	83,000	83,000
INTEREST INCOME	6,396	6,000	4,000	2,000	1,000	1,000
MISCELLANEOUS INCOME	1,062	950	950	650	650	650
ADDITIONAL RESOURCES REQUIRED				17,400	27,500	27,500
PROCEEDS FROM ISSUANCE OF DEBT				191,000		
TOTAL REVENUE	89,948	89,950	87,950	294,050	112,150	112,150
OPERATING EXPENSE:						
<i>ADMINISTRATION EXPENSE</i>						
SALARIES	2,517	2,820	3,150	3,245	3,342	3,442
EMPLOYEE RETIREMENT	439	927	383	398	414	431
SOCIAL SECURITY	176	215	241	248	256	263
EMPLOYEE HEALTH INSURANCE	-309	-1,451	-122	1,289	1,341	1,394
EMPLOYEE DENTAL & VISION CARE INSURANCE	26	26	33	34	36	37
UNEMPLOYMENT	0	0	0	0	0	0
DISABILITY INSURANCE	1	1	1	1	1	1
SURVIVORS' BENEFITS	13	7	7	7	8	8
COMMUNICATIONS	54	112	107	111	116	120
UTILITIES	159	159	154	160	167	173
WORKERS' COMPENSATION INSURANCE	1	2	4	4	4	4
COMMERCIAL INSURANCE	3,342	3,806	3,968	4,127	4,292	4,463
PROFESSIONAL SERVICES	161	224	750	780	811	844
SUPPLIES AND MATERIALS	38	77	78	81	84	88
MAINTENANCE AND REPAIRS	105	141	136	141	147	153
INTERGOVERNMENTAL SERVICES ASSESSMENT	399	523	443	461	479	498
EQUIPMENT	70	77	81	84	88	91
OTHER EXPENSES	221	372	373	388	403	420
TOTAL ADMINISTRATION EXPENSE	7,413	8,038	9,787	11,561	11,988	12,432

	Last Year (Actual) 2024	Current Year (Estimated) 2025	Next Year (Adopted Budget) 2026	Proposed Budget 2027	Proposed Budget 2028	Proposed Budget 2029
<u>OPERATIONS EXPENSE</u>						
SALARIES	4,809	5,325	5,706	5,877	6,053	6,235
EMPLOYEE RETIREMENT	839	1,180	796	828	861	895
SOCIAL SECURITY	353	407	433	446	459	473
EMPLOYEE HEALTH INSURANCE	-1,420	-2,314	241	3,016	3,136	3,262
EMPLOYEE DENTAL & VISION CARE INSURANCE	49	60	69	72	75	78
UNEMPLOYMENT	0	6	6	6	6	7
DISABILITY INSURANCE	2	4	4	4	4	4
SURVIVORS' BENEFITS	0	7	7	7	8	8
COMMUNICATIONS	182	191	192	200	208	216
UTILITIES	17	20	20	21	22	22
WORKERS' COMPENSATION INSURANCE	37	45	77	80	83	87
PROFESSIONAL SERVICES	15	62	47	49	51	53
SUPPLIES AND MATERIALS	423	558	666	693	720	749
MAINTENANCE AND REPAIRS	1,287	2,142	2,050	2,132	2,217	2,306
ELECTRONIC TOLL COSTS	9,620	11,662	9,980	10,379	10,794	11,226
EQUIPMENT	160	163	166	173	180	187
OTHER EXPENSES	57	157	170	177	184	191
TOTAL OPERATIONS EXPENSE	16,430	19,675	20,630	24,159	25,062	25,999

<u>ENGINEERING AND MAINTENANCE EXPENSE</u>						
SALARIES	3,462	3,886	4,680	4,820	4,965	5,114
EMPLOYEE RETIREMENT	586	904	506	526	547	569
SOCIAL SECURITY	335	388	449	462	476	491
EMPLOYEE HEALTH INSURANCE	-1,211	-813	1,120	3,125	3,250	3,380
EMPLOYEE DENTAL & VISION CARE INSURANCE	82	107	124	129	134	139
UNEMPLOYMENT	0	5	5	5	5	6
DISABILITY INSURANCE	2	3	3	3	3	3
SURVIVORS' BENEFITS	0	7	7	7	8	8
COMMUNICATIONS	32	34	36	37	39	40
UTILITIES	218	349	350	364	379	394
WORKERS' COMPENSATION INSURANCE	133	238	399	415	432	449
PROFESSIONAL SERVICES	645	805	920	957	995	1,035
SUPPLIES AND MATERIALS	114	172	170	177	184	191
MAINTENANCE AND REPAIRS	330	554	627	652	678	705
EQUIPMENT	56	53	53	55	57	60
OTHER EXPENSES	39	111	112	116	121	126
TOTAL ENGINEERING AND MAINTENANCE EXPENSE	4,823	6,803	9,561	11,852	12,273	12,710
DEPRECIATION ON BUILDINGS/EQUIPMENT	3,161	2,658	2,733	2,800	2,800	2,800
TOTAL OPERATING EXPENSE	31,827	37,174	42,711	50,372	52,123	53,941

	Last Year (Actual) 2024	Current Year (Estimated) 2025	Next Year (Adopted Budget) 2026	Proposed Budget 2027	Proposed Budget 2028	Proposed Budget 2029
<u>NONOPERATING (REVENUE) EXPENSE</u>						
PRINCIPAL ON BONDS	2,315	2,430	2,555	7,280	7,645	8,025
INTEREST ON BONDS	2,809	2,694	2,574	11,984	12,277	11,893
CHANGES IN FAIR MARKET VALUE OF INVESTMENTS	-309	150	150	150	150	150
CAPITAL PLAN OUTLAYS	26,883	16,871	115,905	119,482	75,105	97,045
TOTAL NONOPERATING EXPENSES	31,698	22,145	121,184	138,896	95,177	117,113
TOTAL EXPENSES	63,525	59,319	163,895	189,268	147,300	171,054
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	26,423	30,631	(75,945)	104,782	(35,150)	(58,904)

NEW YORK STATE BRIDGE AUTHORITY
BUDGET AND FINANCIAL PLAN SUMMARY FILE
2026 - 2029

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

	Last Year (Actual) 2024	Current Year (Estimated) 2025	Next Year (Adopted) 2026	Proposed 2027	Proposed 2028	Proposed 2029
<u>REVENUE & FINANCING SOURCES</u>						
Operating Revenues						
Charges for services	82,490	83,000	83,000	83,000	83,000	83,000
Rental & financing income	0	0	0	0	0	0
Other operating revenues	1,062	950	950	18,050	28,150	28,150
Nonoperating Revenues						
Investment earnings	6,396	6,000	4,000	2,000	1,000	1,000
State subsidies/grants	0	0	0	0	0	0
Federal subsidies/grants	0	0	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	0	0	0	191,000	0	0
Total Revenues & Financing Sources	89,948	89,950	87,950	294,050	112,150	112,150
 <u>EXPENDITURES</u>						
Operating Expenditures						
Salaries and wages	10,788	12,031	13,536	13,942	14,360	14,791
Other employee benefits	-37	-324	4,313	10,615	11,028	11,458
Professional services contracts	821	1,091	1,717	1,786	1,857	1,931
Supplies and materials	575	807	914	951	989	1,028
Other operating expenditures	19,680	23,569	22,231	23,078	23,889	24,733
Nonoperating Expenditures						
Payment of principal on bonds and financing arrangements	2,315	2,430	2,555	7,280	7,645	8,025
Interest and other financing charges	2,809	2,694	2,574	11,984	12,277	11,893
Subsidies to other public authorities	0	0	0	0	0	0
Capital asset outlay	26,883	16,871	115,905	119,482	75,105	97,045
Grants and donations	0	0	0	0	0	0
Other nonoperating expenditures	-309	150	150	150	150	150
Total Expenditures	63,525	59,319	163,895	189,268	147,300	171,054
 <u>CAPITAL CONTRIBUTIONS</u>						
Excess (deficiency) of revenues and capital contributions over expenditures	26,423	30,631	(75,945)	104,782	(35,150)	(58,904)

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan

2026 - 2029

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

	Last Year (Actual) 2024	Current Year (Estimated) 2025	Next Year (Adopted Budget) 2026	Proposed Budget 2027	Proposed Budget 2028	Proposed Budget 2029
ASSETS						
Current Assets:						
Cash and cash equivalents	8,873	12,000	12,000	12,000	12,000	12,000
Investments	0	0	0	0	0	0
Receivables, net	5,248	6,000	6,000	6,000	6,000	6,000
Other assets	4,973	3,500	3,500	3,500	3,500	3,500
Restricted cash, investments and capital funds	146,479	170,655	96,429	202,999	169,709	112,738
TOTAL CURRENT ASSETS	165,573	192,155	117,929	224,499	191,209	134,238
LIABILITIES						
Current Liabilities:						
Accounts payable	7,311	4,500	4,500	4,500	4,500	4,500
Accrued liabilities	485	3,500	3,500	3,500	3,500	3,500
Pension contribution payable	0	0	0	0	0	0
Deferred revenues	101	38	0	0	0	0
Bond anticipation notes payable	0	0	0	0	0	0
Long-term debt due within one year	2,315	2,430	2,555	7,280	7,645	8,025
TOTAL CURRENT LIABILITIES	10,212	10,468	10,555	15,280	15,645	16,025
NET CURRENT ASSETS (DEFICIT)						
Net Current Assets:						
Restricted	146,479	170,655	96,429	202,999	169,709	112,738
Unrestricted	19,094	21,500	21,500	21,500	21,500	21,500
CURRENT ASSETS NET OF CURRENT LIABILITIES	155,361	181,687	107,374	209,219	175,564	118,213

NEW YORK STATE BRIDGE AUTHORITY
Revenues and Expenditures
Actual Financial Performance 2023 and Change in Estimates
for Previously Approved 2024 Budget
(\$000's)

	Actual Financial Performance 2024	9/19/2024 Approved Budget 2025	10/29/25 Revised Budget 2025	Difference Between Approved and Revised Budget 2025
REVENUE:				
<i>TOLL REVENUE</i>				
RIP VAN WINKLE BRIDGE	6,984	6,697	6,923	226
KINGSTON-RHINECLIFF BRIDGE	8,547	8,246	8,647	401
MID-HUDSON BRIDGE	14,306	14,115	14,626	510
NEWBURGH-BEACON BRIDGE	45,585	44,233	45,391	1,158
BEAR MOUNTAIN BRIDGE	7,068	6,808	7,413	605
TOTAL TOLL REVENUE	82,490	80,100	83,000	2,900
FEDERAL AND STATE GRANTS	0		0	-
INTEREST INCOME	6,396	5,000	6,000	1,000
MISCELLANEOUS INCOME	1,062	700	950	250
BOND PROCEEDS	0		0	
TOTAL REVENUE	89,948	85,800	89,950	4,150
OPERATING EXPENSE:				
<u>ADMINISTRATION EXPENSE</u>				
SALARIES	2,517	2,831	2,820	(11)
EMPLOYEE RETIREMENT	439	340	927	587
SOCIAL SECURITY	176	217	215	(2)
EMPLOYEE HEALTH INSURANCE	-309	1,100	-1451	(2,551)
EMPLOYEE DENTAL & VISION CARE INSURANCE	26	18	26	8
UNEMPLOYMENT	0	0	0	-
DISABILITY INSURANCE	1	1	1	-
SURVIVORS' BENEFITS	13	7	7	-
COMMUNICATIONS	54	104	112	8
UTILITIES	159	204	159	(45)
WORKERS' COMPENSATION INSURANCE	1	3	2	(1)
COMMERCIAL INSURANCE	3,342	3,974	3806	(168)
PROFESSIONAL SERVICES	161	249	224	(25)
SUPPLIES AND MATERIALS	38	115	77	(38)
MAINTENANCE AND REPAIRS	105	138	141	3
INTERGOVERNMENTAL SERVICES ASSESSMENT	399	443	523	80
EQUIPMENT	70	89	77	(12)
OTHER EXPENSES	221	427	372	(55)
TOTAL ADMINISTRATION EXPENSE	7,413	10,260	8,038	(2,222)

	Actual Financial Performance 2024	9/19/2024 Approved Budget 2025	10/29/25 Revised Budget 2025	Difference Between Approved and Revised Budget 2025
<u>NONOPERATING EXPENSE</u>				
PRINCIPAL ON 1997, 2002, 2011, AND 2012 BONDS	2,315	2,430	2,430	-
INTEREST ON 1997, 2002, 2011, AND 2012 BONDS	2,809	2,692	2,694	2
CHANGES IN FAIR MARKET VALUE OF INVESTMENTS	-309	150	150	-
CAPITAL PLAN OUTLAYS	26,883	41,515	16,871	(24,644)
TOTAL NONOPERATING EXPENSES	31,698	46,787	22,145	(24,642)
TOTAL EXPENSES	63,525	93,965	59,319	(34,646)
DEFICIENCY OF REVENUES OVER EXPENDITURES	26,423	(8,165)	30,631	38,796

NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2026 - 2029
Debt Schedule - December 31st
(\$000's)

	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>
Debt Outstanding (Principal)	\$107,615	\$105,185	\$293,630	\$289,220	\$284,590
Debt Service Payments (Principal & Interest)					
Series 2021A Bonds (Principal & Interest)	3,150	3,150	4,880	4,878	4,877
Series 2021B Refunding Bonds (Principal & Interest)	4,001	4,004	4,001	4,002	4,002
Series 2027 Bonds (Principal & Interest)				12,408	12,409
Series 2021A Bonds Debt Service as a % of total pledged revenues *	3.49%	3.50%	4.65%	4.31%	4.35%
Series 2021B Refunding Debt Service as a % of total pledged revenues *	4.43%	4.45%	3.81%	3.54%	3.57%
Series 2027 Bonds Debt Service as a % of total pledged revenues *				10.97%	11.06%
Cumulative Debt Service as a % of total pledged revenues *	7.92%	7.95%	8.45%	18.81%	18.98%

Proceeds from the Series 2012 bond sale, together with surplus revenues, were used to fund overall capital improvement plan expenditures. The Authority issued the Series 2012 as a 15-year, \$90.3 million debt issuance at an all in TIC of 2.83%. The proceeds were used primarily to rehabilitate the deck on the south span of the Newburgh-Beacon Bridge, as well as to fund a debt service reserve and cover issuance costs.

In 2021, the Authority issued the Series 2021A bonds, a 29-year, \$73.3 million debt issuance at an all in TIC of 2.67%. The proceeds, combined with surplus revenues, supported the overall capital improvement plan. At the same time, the Authority issued the Series 2021B bonds, a 14-year, \$40.9 million forward delivery refunding at an all in TIC of 1.66%. This transaction generated net present value savings of \$3.3 million by refunding the Series 2012 maturities for bond years ending January 1, 2023 through 2027.

The Authority continues to monitor capital spending projections to assess future funding needs. Given the volatility of construction and steel costs, spending estimates will remain subject to uncertainty until bids for major projects are received. To maintain flexibility, the financial plan includes assumptions for potential long-term debt as one of several tools to support the capital program. Reflected in this plan is a projected new money 30 year debt Series 2027 at 5% interest. Actual amounts and terms will be determined based on contract awards, market conditions, and overall program requirements.

Principal and interest are due on January 1 assumed payable in the preceding year.

Under its enabling act, the Authority is authorized to issue bonds and notes in an aggregate principal amount not-to-exceed \$153.255 million. These steps help ensure that the Authority can maintain safe, reliable bridges while being responsible stewards of public resources.

* Pledged Revenue	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>
Tolls	83,000	83,000	83,000	83,000	83,000
Interest Income	6,396	6,000	4,000	2,000	1,000
Other Income	950	950	18,050	28,150	28,150
	<u>90,346</u>	<u>89,950</u>	<u>105,050</u>	<u>113,150</u>	<u>112,150</u>

**NEW YORK STATE BRIDGE AUTHORITY
Budget & Financial Plan
2026 - 2029**

SEE NEW YORK STATE BRIDGE AUTHORITY 2026 - 2030 CAPITAL IMPROVEMENT PROGRAM.



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

September 16, 2025

FACILITY	2025	PROGRAM YEARS					TOTAL
		2026	2027	2028	2029	2030	
Rip Van Winkle Bridge	\$0.900	\$16.350	\$11.000	\$16.150	\$12.000	\$0.000	\$55.500
Kingston-Rhinecliff Bridge	\$0.150	\$0.850	\$2.575	\$22.250	\$16.500	\$0.000	\$42.175
Mid-Hudson Bridge	\$5.825	\$22.625	\$31.525	\$8.725	\$35.225	\$33.025	\$131.125
Newburgh-Beacon Bridge	\$0.650	\$6.400	\$0.650	\$8.050	\$6.500	\$33.250	\$54.850
Bear Mountain Bridge	\$2.000	\$54.000	\$54.500	\$7.050	\$20.200	\$10.500	\$146.250
Walkway over the Hudson	\$0.500	\$0.500	\$5.700	\$1.000	\$0.000	\$0.600	\$7.800
Systemwide (Engineering)	\$3.480	\$8.700	\$3.350	\$4.750	\$3.350	\$3.350	\$23.500
Systemwide (IT Dept.)	\$1.805	\$1.610	\$3.252	\$1.175	\$0.880	\$0.645	\$7.562
Systemwide (Adminstration)	\$0.065	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250
Operations: AET/CMD/TOLLS	\$1.496	\$4.820	\$6.880	\$5.905	\$2.340	\$1.405	\$21.350
Program Total	\$16.871	\$115.905	\$119.482	\$75.105	\$97.045	\$82.825	\$490.362

Board of Commissioners adopted September 26, 2025 meeting



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
R0002 2010	Preventative Maintenance	Rip Van Winkle, Maintenance Painting 2028 - Power tool clean and spot painting of pier steel bents and deck truss superstructure.	CONST		5.000	10.000		12.000		27.000	Initial \$5. & \$10M projects were deferred. Projects needed to be brought back in 2026 - 2027 \$15mil Deck & Thru Truss 2029-\$12 mil Towers, spot painting with over spray.
			DESIGN / CI	0.200			0.150			0.150	
			TOTAL	0.200	5.000	10.000	0.150	12.000	0.000	27.150	
R0006 2013	Facility Rehab	Rip Van Winkle, Approach Paving and NovaChip 2028 - Substructure Repair 2031 - Deck repairs and Overlay (\$10 mil)	CONST				1.000			1.000	Deck repairs and Overlay: - \$9mil for Construction - \$0.5mil for Design - \$0.5mil for Construction Inspection
			DESIGN / CI							0.000	
			TOTAL	0.000	0.000	0.000	1.000	0.000	0.000	1.000	
R0008	Preventative Maintenance	Rip Van Winkle, Steel Repairs 2025-2026 Light standard Brackets, Design & Construction including Cantilevered Sidewalk Brackets 2028 Truss Repairs after blast cleaning and painting	CONST	0.500	4.000		15.000			19.000	
			DESIGN / CI			1.000					1.000
			TOTAL	0.500	4.000	1.000	15.000	0.000	0.000	20.000	
R0009		Rip Van Winkle 2026 - Pins and Hanger repair (\$6mil) 2026 - Pins and Hanger Design/CI (\$0.85mil)	CONST		6.000					6.000	
			DESIGN / CI		0.850						0.850
			TOTAL	0.000	6.850	0.000	0.000	0.000	0.000	6.850	
R0010		Rip Van Winkle 2025-2026 - Full Level 1 Load Rating	CONST							0.000	
			DESIGN / CI	0.200	0.500						0.500
			TOTAL	0.200	0.500	0.000	0.000	0.000	0.000	0.500	
Rip Van Winkle Annual Totals:			\$0.900	\$16.350	\$11.000	\$16.150	\$12.000	\$0.000	\$55.500	<< 2026 - 2030 Total	



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years				TOTAL	Remarks		
				2025	2026	2027	2028			2029	2030
K0001 2007	Facility Rehab	<u>Kingston-Rhinecliff, Highway Improvements</u> 2028 - Repair Spalling Concrete Parapets	CONST				0.750		0.750		
			DESIGN / CI			0.075			0.075		
			TOTAL	0.000	0.000	0.075	0.750	0.000	0.000	0.825	
K0002 2010	Preventative Maintenance	<u>Kingston-Rhinecliff, Program Painting</u> 2028 - Maintenance Painting of deck truss	CONST				5.000		5.000	Maintenance Painting - limit scope to below joint only	
			DESIGN / CI			0.150			0.150		
			TOTAL	0.000	0.000	0.150	5.000	0.000	0.000	5.150	
K0007	Preventative Maintenance	<u>Kingston-Rhinecliff, Pier Maintenance and Repair</u> 2026 - Substructure Study 2028-2029 - Substructure Repair projects based on the study 2027 - River Pier Masonary (\$0.250mil)	CONST			0.250	15.000		15.250		
			DESIGN / CI		0.850	2.100	1.500	1.500		3.000	Design 7% of the Construction CI 10% of Construction
			TOTAL	0.000	0.850	2.350	16.500	16.500	0.000	33.250	
K0008		<u>Kingston-Rhinecliff</u> 2025 - Pier 13 - Bearing Replacement / Repair	CONST	0.150					0.150		
			DESIGN / CI							0.000	
			TOTAL	0.150	0.000	0.000	0.000	0.000	0.000	0.150	
			CONST						0.000		
			DESIGN / CI						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
Kingston-Rhinecliff Annual Totals:				\$0.150	\$0.850	\$2.575	\$22.250	\$16.500	\$0.000	\$42.175 << 2026 - 2030 Total	



Bridge Authority

**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
M0017 2020	Facility Rehab	Mid-Hudson, Electrical Upgrade 2028 - Complete bridge electrical wiring removal, install new conductor cables, new load centers and transformers. Lane Use Signal (LUS) replacement / upgrade	CONST				1.500			1.500	
			DESIGN / CI						0.000		
			TOTAL	0.000	0.000	0.000	1.500	0.000	0.000	1.500	
M0018 2010	Facility Rehab	Mid-Hudson, East Approach Rehabilitation 2024-2025 - Study & Design 2025-2027 - E. Approach Deck Reconstruction: - East Approach Deck and Viaducts Reconstruction - Railroad Arch Lead Abatement & Painting	CONST	5.000	19.000	10.000				29.000	
			DESIGN / CI	0.500	1.900	1.000				2.900	
			TOTAL	5.500	20.900	11.000	0.000	0.000	0.000	31.900	
M0019		Mid-Hudson 2025-2030 - Annual Repairs to Main Span Deck Steel Haunch (Until deck is replaced, scheduled for 2033)	CONST	0.025	0.025	0.025	0.025	0.025	0.025	0.125	
			DESIGN / CI							0.000	
			TOTAL	0.025	0.025	0.025	0.025	0.025	0.025	0.125	
M0020		Mid-Hudson 2028 - Misc. Steel Repairs	CONST				5.000			5.000	
			DESIGN / CI			0.500				0.500	
			TOTAL	0.000	0.000	0.500	5.000	0.000	0.000	5.500	
M0021		Mid-Hudson 2030 - Deck Replacement Design	CONST							0.000	2030 - Design
			DESIGN / CI						2.000	2.000	2031 - 2032 Construction \$100mil
			TOTAL	0.000	0.000	0.000	0.000	0.000	2.000	2.000	
Mid-Hudson Annual Totals:				\$5.325	\$22.625	\$31.525	\$8.725	\$35.225	\$33.025	\$131.125	<< 2026 - 2030 Total



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
N0014 2023	Facility Rehab	NBB - Maintenance Building Renovation Building renovation & window replacement	CONST						0.000	This project is deferred	
			DESIGN / CI						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
N0015 2023	Facility Rehab	NBB - West Approach Roadway 2030 - Drainage, Mill and Re-pave West Approach Rdwy Rehab - Design	CONST						0.000	This project deferred past 2030 West Approach Rdwy Rehab project in 2031	
			DESIGN / CI						0.250		
			TOTAL	0.000	0.000	0.000	0.000	0.250	0.250		
N0016 2023	Facility Rehab	NBB - South Span Painting 2028-2029 - Maintenance Painting of weathering steel	CONST	0.200	0.400	0.400	5.000	6.000	30.000	Initiate painting below deck joints 2030 - South - Thru Truss - \$30mil	
			DESIGN / CI	0.050	0.200	0.250	0.050	0.500	3.000		
			TOTAL	0.050	0.400	0.650	5.050	6.500	33.000		45.600
N0017	Facility Rehab	NBB - Steel Repairs 2026 - North Span 7, Reset Pier 1 Rocker Bearings South Span 7, Rehab PP U58 and U70 bearings 2026 - South Span Pier W3 2026 - South Span Pedestrian Walkway Tread Plates 2026 - North Span Thru Truss Vertical & Diagonals 2026 - South Span Wind Tongue Repairs	CONST	6.000					6.000	Increased scope of work based on additional inspection data	
			DESIGN / CI								0.000
			TOTAL	6.000	6.000	0.000	0.000	0.000	0.000		6.000
	Facility Rehab	NBB - North and South Substructure Repair 2028 - Substructure Repair - North/South 2028 - River Pier Masonary - North/South	CONST				2.000		2.000		
			DESIGN / CI				1.000		0.000		
			TOTAL	0.000	0.000	0.000	3.000	0.000	0.000		2.000
Newburgh-Beacon Annual Totals:				\$0.650	\$6.400	\$0.650	\$8.050	\$6.500	\$33.250	\$54.850 << 2026 - 2030 Total	



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
B0002 2007	Preventative Maintenance	Bear Mountain - Maintenance Painting 2029 - Spot clean and overcoat stiffening truss.	CONST					17,000		17,000	2029 - (\$17m) \$15m maintenance paint stiffening truss after deck, parapet and sidewalks replacement project Plus \$2mil for misc. steel repairs (at the same time, part of the project) Design and CI, 10% each
			DESIGN / CI			1,700	1,700			3,400	
			TOTAL	0,000	0,000	0,000	1,700	18,700	0,000	20,400	
B0003 2007 2019	Extra Maintenance	Bear Mountain - Main Cable Safety Handrope and Suspender replacement 2029-2030 - Design / Construction inspection \$1.5mil 2030 - N&S Main Cable & Suspender Ropes \$21mil	CONST						10,500		Hand rope to be combined with suspender rope replacement project(s): Handrope \$2.5mil/side, Suspender ropes \$8mil/side. 2030 North side - \$10.5mil 2031 South side - \$10.5mil
			DESIGN / CI				1,500			1,500	
			TOTAL	0,000	0,000	0,000	0,000	1,500	10,500	12,000	
B0005 2007	Extra Maintenance	Bear Mountain - Main Cable Evaluation 2028 - Opening Main Cable for Investigation and sampling, Investigation testing / analysis report.	CONST			5,000				5,000	Next Scheduled Investigation 2028, 10yrs. See B0003 - Suspender / Hand cables
			DESIGN / CI			0,500	0,350			0,850	
			TOTAL	0,000	0,000	0,500	5,350	0,000	0,000	5,850	
B0007 2020	Facility Rehab	Bear Mountain - Deck Replacement 2024-2027 - Replace 50 year old deck, bridge sidewalk, including suicide deterrent fencing.	CONST	50,000	50,000	50,000				150,000	\$100M = Current Prelim Estimate with Contingency Design/Design Support '24 - '27; \$2.9mil Construction 2026 - 2027; \$100mil Construction Inspection 2026 - 2027; \$8mil
			DESIGN / CI	2,000	4,000	4,000				8,000	
			TOTAL	2,000	54,000	54,000	0,000	0,000	0,000	108,000	
B0008			CONST							0,000	
			DESIGN / CI							0,000	
			TOTAL	0,000	0,000	0,000	0,000	0,000	0,000	0,000	
Bear Mountain Annual Totals:				\$2,000	\$54,000	\$54,500	\$7,050	\$20,200	\$10,500	\$146,250	<< 2026 - 2030 Total



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
W0001 2010	Investigation	WOTH - Bridge Inspection 2025 - Performed detailed inspection of the bridge structure with hands-on inspection of fracture critical members, 5 year cycle, 2010, 2015, 2020, 2025 and 2030, etc.	CONST						0.000	2027 - Underwater inspection to be included with Authority's current 5 yr cycle, see S0002.	
			DESIGN / CI	0.500				0.600	0.600		
			TOTAL	0.500	0.000	0.000	0.000	0.600	0.600		
W0006 2011	Preventative Maintenance	WOTH - Structural Steel Repair 2028 - Miscellaneous steel repair	CONST			5.000			5.000	Postponed \$15mil originally scheduled for 2027 to 2030 Design and CI, 10% each	
			DESIGN / CI		0.500	0.500			1.000		
			TOTAL	0.000	0.500	5.500	0.000	0.000	6.000		
W0007 2011	Preventative Maintenance	WOTH - River Pier Base Maintenance 2028 - Grout Repair Piers 2 and 3 Five (5) year maintenance cycle.	CONST	0.000			1.000		1.000	2023 - Completed Substructure maintenance \$1M for Grouting project moved to 2028	
			DESIGN / CI			0.200			0.200		
			TOTAL	0.000	0.000	0.200	1.000	0.000	1.200		
			CONST						0.000		
			DESIGN / CI						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
			CONST						0.000		
			DESIGN / CI						0.000		
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000		
WOTH Annual Totals:				\$0.500	\$0.500	\$5.700	\$1.000	\$0.000	\$0.600	\$7.800	<< 2026 - 2030 Total



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks		
				2025	2026	2027	2028	2029			2030	
S0001	Investigation	General Consultant and Inspections 2024-2029 - Annual detailed inspection of ea. 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	0.800	0.800	0.800	0.800	0.900	0.900	4.200	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: 2023 - 2025 with opt. 1yr ext. Modjeski & Masters, Inc. ATANE, formerly HAKS Engineering CDM Smith Engineering	
			TOTAL	0.890	0.890	0.890	0.890	0.990	0.990	4.650		
S0002 2007	Investigation	Periodic Underwater Bridge Inspections 2027 - Diver hands-on inspection & video tape inspections of all Authority in-water piers below the water surface. WOTH river piers included in this inspection cycle. Work includes observation and recommendation by professional engineers. 5 yr. cycle.	INSP			0.150				0.150	Mandated by FHWA	
			DESIGN / CI							0.000		
			TOTAL	0.000	0.000	0.150	0.000	0.000	0.000	0.150		
S0003	Extra Maintenance	BA20XX-RE-10X: In-House Capital Projects 2025-2030 - 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 2021-2023 - Standby readiness contract for urgent bridge, highway repairs. 3yrs term with 2 - 1yr opt. extensions for 2024 and 2025. 2025-2028 - Advertise for new contract.	CONST	0.250	0.250	0.250	0.300	0.300	0.300	1.400		
			DESIGN / CI								0.000	
			TOTAL	0.250	0.250	0.250	0.300	0.300	0.300	1.400		
S0005 2008	Preventative Maintenance	Systemwide River Pier Base Maintenance 2025 - Pier Protection Study 2028 - Five (5) cycle: Masonry pier pointing, concrete repairs and rip-rap placement as recommended from underwater visual inspection report.	CONST				1.500			1.500		
			DESIGN / CI	0.480							0.000	
			TOTAL	0.480	0.000	0.000	1.500	0.000	0.000	1.500		



**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Engineering

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2025	2026	2027	2028	2029			2030
S0006 2008	Preventative Maintenance	<u>Systemwide, Substructure Maintenance (Land Piers)</u> 2026 - Partial depth concrete repairs and sealing	CONST		5.500					5.500	Deferred from 2019 - 2021 - 2026 BMB \$0.500 NBB \$2.000 N & S MHB \$1.000 KRB \$1.000 RVW \$1.000
			DESIGN / CI							0.000	
			TOTAL	0.000	5.500	0.000	0.000	0.000	0.000	5.500	
S0007	Equipment	<u>Systemwide, Equipment Purchases</u> 2025-2029 - Acquisition of major extraordinary vehicles and equipment necessary to operate and maintain the bridge system.	CONST							0.000	Budget includes electric and security vehicles
			DESIGN / CI	0.550	0.750	0.750	0.750	0.750	0.750	3.750	
			TOTAL	0.550	0.750	0.750	0.750	0.750	0.750	3.750	
S0011	Preventative Maintenance	<u>Systemwide, Steel Maintenance Repairs</u> 2027 - Miscellaneous steel and bearing repairs, if needed.	CONST							0.000	
			DESIGN / CI							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			CONST							0.000	
			DESIGN / CI							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			CONST							0.000	
			DESIGN / CI							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Systemwide (Engineering) Annual Totals:				\$3,480	\$8,700	\$3,350	\$4,750	\$3,350	\$3,350	\$23,500	<< 2026 - 2030 Total



**Bridge
Authority**

**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

**Information
Technology**

Project I.D.	Project Type	Project Title/Description	2025	Program Years				TOTAL	Remarks
				2026	2027	2028	2029		
SI-0002	IT	2025-2030 - Systemwide - Office Equipment Purchases, Copiers, Printers, plotter, Badge printer, PC upgrades	0.045	0.055	0.050	0.055	0.055	0.255	Ops Copier, Badge Printer, PC Alt. years
SI-0003	IT	2025-2029 - Mid-Hudson - Necklace Lights	0.005	0.005	0.005	0.005	0.010	0.025	Rehab aging necklace lights installed in 2001; 2023 Replaced lens, power supply, gaskets, etc.
SI-0005	IT	2025 & 2027 - Id Card Access Upgrade	0.050		0.015			0.015	All Superterm panels needed to be replaced 2024 intergrating into fire security monitoring 24/25
SI-0010	IT	2025-2029 - ITS Components-Multiplexer, cabinet, UPS		0.500	0.015	0.015	0.050	0.580	2024 end of life for all building UPS's. Upgrades and Cabling for racks.
SI-0013	IT	2025-2030 - Windows File server(s) and Web Filter	0.135	0.115	0.127	0.060	0.125	0.562	
SI-0023	IT	2027-2028 - Firewall Upgrade		0.150	0.150	0.150		0.300	Palo Altos reaches end of life
SI-0029	IT	Systemwide -Backup	0.065					0.000	2025 Unitrends / SAN
SI-0032	IT	2025-2029 - Systemwide - Alarm	0.510	0.010	0.010	0.010	0.010	0.040	2023 Alarm Assessment / Re-Design
SI-0035	IT	2025 - 2029 - Systemwide Routers and Switches	0.200		0.150	0.150	0.150	0.450	2025 - 4506 EOL; 2027 - 9200 switch replacement 2028 & 2029 Hirschman upgrade for EOL RS20/30/40
SI-0038	IT	Systemwide - Security Operations Center						0.000	Cyber Security Grant \$49K; NYSBA's portion \$15K
SI-0040	IT	Systemwide - Weather Station Replacement				0.250		0.250	Different system being considered
SI-0041	IT	Systemwide - Fuel System Upgrade						0.000	Next Upgrade 2033
SI-0042	IT	2027 - MHB - CMD CineMassive and Wall Upgrade		0.250				0.250	Server and video wall upgrade
SI-0043	IT	Executive Conference room video system upgrade	0.025					0.000	Upgrade of video equipment
SI-0044	IT	O365 Migration	0.300					0.000	Migrate from on premise Exchange & Office O365



Bridge Authority

**New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)**

Information Technology

Project I.D.	Project Type	Project Title/Description	Budget	2025	Program Years				TOTAL	Remarks
					2026	2027	2028	2029		
SI-0045	IT	Identity Management Upgrade	Budget		0.065				0.065	Migrate to a new identity management platform for SSO
SO-0011	IT	2025-2029 - UPS (Un-interruptible Power System)	Budget	0.100	0.100	0.100	0.100		0.130	Battery Replacement 2026
SO-0012	IT	2025-2030 - Suicide Call Boxes - Upgrade/Replacement	Budget	0.300	0.010	0.010	0.010	0.010	0.340	
SO-0034	IT	2025-2030 - Systemwide Camera Replacements	Budget	0.250	0.250	0.250	0.250	0.250	1.250	
SO-0035	IT	2025-2030 - ITS Consultant - Kapsch, Inc	Budget	0.200	0.200	0.200	0.200	0.200	1.000	Contract renewal 2025 RFP 2024
SO-0040	IT	2025-2030 - Systemwide - License Plate Reader (LPR)	Budget	0.010	0.010	0.010	0.010	0.010	0.050	LPR Cameras and added capabilities
SO-0041	Eng	2027 - Systemwide - VMS Replacement	Budget		2.000					
Information Technology (IT) - Annual Totals:				\$1.805	\$1.610	\$3.252	\$1.175	\$0.880	\$0.645	\$7.562 << 2026 - 2030 Total



New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)

Administration

Project I.D.	Project Type	Project Title/Description	2025	Program Years				TOTAL	Remarks
				2026	2027	2028	2029		
SA-0001	Admin	2025-2030 - Equipment Purchases, Administration	0.025	0.025	0.025	0.025	0.025	0.125	Misc Equipment: printers, Id badges, etc.
SA-0002	Admin	2025-2030 - Business Application Enhancement	0.025	0.025	0.025	0.025	0.025	0.125	JDE Version upgrade 2022 Kronos Software Upgrade 2023 I-Series Hardware upgrade 2023
SA-0003	Admin	2025 - Digital Personnel Filing System Upgrade	0.015					0.000	OnBase Software Upgrade
Administration - Annual Totals:			\$0.065	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	<< 2026 - 2030 Total



New York State Bridge Authority
Capital Improvement Program
2026 - 2030
(\$ 000,000's)

Operations - AET

September 16, 2025
Page 13 - Sys AET

Project I.D.	Project Type	Project Title/Description	Program Years					TOTAL	Remarks	
			2025	2026	2027	2028	2029			2030
SOA-0036	OPS - AET	2025-2030 - E-ZPass Interoperability Hub	Budget	0.045	0.045	0.045	0.045	0.045	0.180	New tolling protocol will facilitate seamless travel across North America's tolling facilities.
SOA-0041	OPS - AET	2026 - Transcore V1.6 E-ZPass IAG Interface Spec - Change Order #4	Budget	0.200					0.200	Back Office Configuration changes / HUB
SOA-0042	OPS - AET	2025 - Conduent - Collections	Budget	0.124					0.124	CO 416 = \$247,114. 50% paid (\$123,557) in September 2024
SOA-0043	OPS - AET	2025-2026 - Toll System (Conduent - Reg Suspension)	Budget	0.140	0.140				0.280	CO signed, work has started. Testing with DMV to follow
SOA-0044	OPS - AET	2025-2028 - Toll System (Equipment Maint/Cameras)	Budget	0.200	0.200	0.200	0.200		0.800	Annual toll equipment spares
SOA-0045	OPS - AET	2027-2030 - TSI Replacement Toll Collection System	Budget		2.000	2.000	1.000	1.000	6.000	Integrator Design/Implementation costs
SOA-0046	OPS - AET	2028 - Palo Alto Firewalls	Budget				0.750		0.750	5 - 220s @ ~\$150K each
SOA-0047	OPS - AET	2026 - Conduent - Reg Hold Reciprocity	Budget	0.250					0.250	Projecting costs to implement reg suspension with Pennsylvania
SOA-0048	OPS - AET	2025 - Transcore - "TBEA Updates" Change Order #5	Budget	0.026					0.026	Cost to implement date/time stamp on all toll images sent to CSC
SOA-0049	OPS-AET	2025 - Transcore V1.6 "E-ZPass IAG Interface Spec" - Change Order #6	Budget	0.026					0.026	Completion of testing the IAG spec updates to sup
SOA-0050	OPS-AET	2026-2028 - Consultant Support for Toll Collection System Procurement	Budget		0.250		0.250		0.500	Consultant to assist in procurement docs development and oversight of system implementation
Operations All Electronic Tolling (AET) - Annual Totals:				0.561	2.495	3.245	1.090	1.045	8.710	<< 2026 - 2030 Total

