



# NEW YORK STATE BRIDGE AUTHORITY

P.O. Box 1010, Highland, New York 12528 P: (845) 691-7245 F: (845) 691-3560

ANDREW M. CUOMO, *Governor*

JOSEPH RUGGIERO, *Executive Director*

**BOARD**

FRANCIS VECELLIO  
*Chairman*

RICHARD A. GERENTINE  
*Vice Chairman*

RODERICK O. DRESSEL  
C. VANE LASHUA

ROGER P. HIGGINS  
JOSEPH RAMAGLIA

## **BOARD MEETING AGENDA** **NOVEMBER 15, 2012 - 3:00 P. M.**

**I. ADOPT THE REGULAR BOARD MEETING MINUTES OF OCTOBER 18, 2012**

**II. BUSINESS ITEMS:**

**1. ADMINISTRATION:**

- a. E-ZPass Group – Kapsch Agreement

**2. ENGINEERING AND MAINTENANCE:**

- a. NYSDEC Hazardous Waste Regulatory Fee Change for NBB
- b. KRB Novachip Overlay Repairs – Additional Mobilization Fee
- c. LKB – NBB Additional Work
- d. Jobs in Progress Monthly Report

**3. FINANCIAL:**

- a. Investment Report
- b. Quarterly Operations Report – Q3 2012
- c. Budget and Financial Plan 2013-2016
- d. Annual Billing from NYS Retirement System
- e. Audit Committee Recommendation – 2012 Auditor Engagement Letter

**4. HUMAN RESOURCES:**

None

**5. INFORMATION TECHNOLOGY:**

None

**B R I D G E S**

RIP VAN WINKLE  
P.O. Box 286  
Catskill, NY 12414  
(518) 943-2360

KINGSTON-RHINECLIFF  
P.O. Box 1400  
Kingston, NY 12402  
(845) 336-8181

MID-HUDSON  
P.O. Box 1010  
Highland, NY 12528  
(845) 691-7221

NEWBURGH-BEACON  
P.O. Box 28  
Beacon, NY 12508  
(845) 831-3700

BEAR MOUNTAIN  
P.O. Box 323  
Ft. Montgomery, NY 10922  
(845) 446-4721

**6. OPERATIONS:**

None

**III. REPORTS TO BOARD:**

- a. Executive Director's Monthly Activity Report
- b. Traffic Classification Comparison Report
- c. Hurricane Sandy Report

**IV. PRESENTATION TO BOARD**

**V. NEW BUSINESS:**

- a. Governance Committee Recommendation – NYSBA Procurement Guidelines
- b. Governance Committee – Recommendation – NYSBA By-Laws

**VI. OLD BUSINESS:**

- a. Nightwatch Status Update – Patron Testing

**VII. ATTORNEY CLIENT PRIVILEGE:**

**VIII. ADJOURNMENT:**

**NEXT MEETING**

**December 20, 2012**

**Regular Meeting**

**3:00 P.M.**

MINUTES OF THE REGULAR MEETING OF THE  
NEW YORK STATE BRIDGE AUTHORITY

HELD AT HEADQUARTERS, HIGHLAND, N.Y. ON  
October 18, 2012

---

Business agenda documents/reports are mailed to the Board Members and General Counsel one week prior to the meeting. Board meetings are web cast and copy of the web cast is kept as part of the Board meeting files.

IN ATTENDANCE:

BOARD MEMBERS:

Vecellio, Francis N., Chairman  
Gerentine, Richard A., Vice Chairman  
Higgins, Roger P., Commissioner  
Lashua, C. Vane, Commissioner

Whitbeck, Carl G., Counsel

OFFICERS:

Ruggiero, Joseph, Secretary  
Bushek, Brian, Treasurer

ABSENT:

Dressel, Roderick O., Commissioner  
Ramaglia, Joseph, Commissioner

Chairman Vecellio called the meeting to order at 3:05 pm and called for a motion to adopt the minutes of the September 20, 2012 Regular Meeting. On motion of Commissioner Higgins, seconded by Commissioner Gerentine, the minutes of the September 20, 2012 Regular Meeting were adopted unanimously.

ENGINEERING:1) Bid Results for MHB & NBB Steel Repair

Mr. Moreau indicated to the Board that the Authority advertised for a cost proposal for various steel repairs at the Mid-Hudson and Newburgh-Beacon Bridges. The assignment included repairing the wind link assembly at the (MHB) and repairing the bottom chord cover plates at nine (9) joint locations at the (NBB). Mr. Moreau explained that the repairs became evident during routine inspections. Mr. Moreau further indicated that the package was requested by fourteen contractors. Three (3) bids were received with Piasecki Steel of Castleton, New York, providing the low bid. Mr. Moreau recommended award of a contract to Piasecki Steel in the amount of \$939,000.00. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY****BOARD RESOLUTION**Resolution No.: 012-110Resolution Date: October 18, 2012

WHEREAS, the New York State Bridge Authority has determined that it is in the public interest to award a contract for steel repairs at both the Mid-Hudson and Newburgh-Beacon Bridges to be designated BA-2012-RE-118-CM; and

WHEREAS, the Authority's Engineering Department advertised this request in the NYS Contract Reporter and received three (3) cost proposals; and

WHEREAS, the Authority's Engineering Department has reviewed the cost proposals and has determined that Piasecki Steel is the apparent low bidder; now therefore

BE IT RESOLVED that a contract be awarded to Piasecki Steel, of Castleton, NY in an amount not to exceed \$939,000.00.

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> day of October 2012.

---

Joseph Ruggiero, Secretary

2) M & M Assignment – MHB Wind Tongue

Mr. Moreau indicated to the Board that M&M is our General Consultant and their agreement allows for additional work assignments on an as-needed basis per contract BA-2011-OE-101-ES. This Spring's bridge inspection program uncovered some cracking of the tower strut on the Mid-Hudson Bridge. This condition was recorded as a yellow flag and reported to NYSDOT in accordance with standard procedures. Flag conditions are reported so that repairs can be tracked and monitored with repairs scheduled as soon as possible. Mr. Moreau noted that no additional funds are required as the budget for on-call repairs has not been exceeded. No action by the Board is needed.

### 3) Fiber Maintenance Contract Award

Mr. Moreau indicated to the Board that the System Wide Fiber Maintenance Services RFP was advertised in the NYS Contract Reporter and MWBE firms were sought through use of the approved database search utilities. Mr. Moreau noted that all 40 firms in the MWBE database were contacted directly, with only one company requesting a copy of the RFP. Three responses to the RFP were received: G4S Technology (formerly Adesta), Schupp's Line Construction Inc. (MWBE & DBE) and Millennium Communications Group Inc. Mr. Moreau explained that past experience with G4S (under the name Adesta) has been very negative. In instances where work was previously done on NYSBA facilities, the quality of the work was found to be far below industry standards or what NYSBA would consider to be acceptable. Mr. Moreau went on to say that based on these factors the Authority considered G4S disqualified. Millennium Communications Group Inc. failed to include information requested in the RFP and is deemed unresponsive. Mr. Moreau recommended an award of this contract to Schupp's Line Construction Inc. Mr. Ruggiero added that no monies will be paid out unless they were called for their services. Chairman Vecellio called for a motion. On a motion of Commissioner Lashua, seconded by Commissioner Higgins, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY****BOARD RESOLUTION**Resolution No.: 012-111Resolution Date: October 18, 2012

WHEREAS bids were solicited through the New York State Contract Reporter for the contract entitled "System Wide Fiber Maintenance Services" (BA-2012-OO-002-IT) and three bids were received, Schupp's Line Construction, Inc. was the recommended vendor for this service; and

WHEREAS, the Board of Commissioners has reviewed the memorandum describing the Fiber Maintenance Contract award; now therefore

BE IT RESOLVED that Schupp's Line Construction Inc. be awarded the maintenance contract with the following rates: fiber repair regular work week hours-\$235.00/hour, off hours-\$280.00; trenching and backfilling regular work week hours-\$255.00, off hours-\$310.00; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of October, 2012.

---

Joseph Ruggiero, Secretary

#### 4) Utility Enhancement at NBB – Design Build

Mr. Moreau apprised the Board that the electrical system at the NBB was built in pieces to support the needs of the two spans as they evolved. This means the north span receives its power from the maintenance building basement and the south span receives its power from the administration building basement. Each span has a limited number of circuits and when a short is experienced, the Authority loses multiple systems, most commonly, our traffic control system. The electrical system on the south span is being replaced along with the deck work. The north span electric is scheduled for future replacement in the Capital Plan. This leaves the electric service entrance and the supply lines between the buildings and the bridge abutments unaltered. As the Authority considers additional fiber optic lines it appears a new alignment on the east approach would best serve future needs. The Authority would like to build a new electrical switch room to service both bridges with the connections to the buildings through the existing toll plaza tunnel. Mr. Moreau explained that this will allow us to isolate shorts more effectively and providing a higher level of reliability for all of our electrical systems. While this portion of the electrical system at NBB was not discreetly identified in the five year Capital Plan, the Engineering department would like to perform this work in advance of the deck replacement project so that it can provide a seamless integration of the work as it is performed in steps. This new electrical room is also in a convenient location to house a co-location space for our current fiber optic leases. Mr. Moreau noted that the new fiber optic line will also share a good portion of this utility alignment, affording us a great deal of flexibility in the future. Mr. Moreau added that Transdyn has successfully advanced two design build projects for the Authority recently, both associated with fiber optic and electrical work on our

Homeland Security projects. This project could also be handled as a design build assignment. The Authority's experience with Transdyn has been excellent and it is felt that their work at NBB makes them uniquely qualified for this assignment. Mr. Moreau went on to say that working with Transdyn will also maintain the confidentiality of the power and security systems at this bridge. A cost proposal was provided to complete this work in an amount not-to-exceed \$254,000.00. Mr. Moreau also noted that over 80% of this contract will be subcontracted to W/MBE businesses. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: 012-112

Resolution Date: October 18, 2012

WHEREAS, the Board has determined it is in the Authority's interest to retain a design build contractor to perform utility upgrades at the Newburgh-Beacon facility; and

WHEREAS, the Authority has previously retained Transdyn, Inc., of East Rutherford, New Jersey for similar work through a competitively advertised opportunity; and

WHEREAS, advertising for these services would expose confidential information on the Authority's existing electrical and security systems; and

WHEREAS, our General Counsel has reviewed this procurement of services and agrees with this recommendation as it is essential to maintain the confidentiality of our facility; now therefore

BE IT RESOLVED that the Authority's Public Procurement Policy opportunity be waived in this instance, due to the secure nature of the subject and that a contract be awarded to Transdyn, Inc., in the amount of \$254,000.00 to complete said enhancements; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> day of October, 2012.

---

Joseph Ruggiero, Secretary

5) UPS Upgrade at BMB

Mr. Moreau indicated to the Board that based on the Authority's experience at the Kingston-Rhinecliff Bridge (KRB) and the intention to expand Project Nightwatch to Bear Mountain, the Authority has looked into improving the UPS power capacity. The Authority's electrical engineer, Lockwood, Kessler, Bartlette (LKB) previously, reviewed the power requirements and existing conditions and provided us with a design for the KRB upgrade. Mr. Moreau explained that the Authority would mimic the enhancements from KRB and not hire an electrical design engineer. Mr. Moreau informed the Board that the main power servicing the Administration building at BMB still runs through a 1940's vintage panel and replacing this panel alone is \$2,770.00. The Authority's computer equipment is powered from multiple circuits which make UPS supply power difficult to protect from potential shorts. Mr. Moreau recommended isolating the power supply and computer equipment by installing a single new transformer and a new feeder to meet the 100 amp capacity; this task is \$13,230.00. To actually install an upgraded UPS system capable of providing the 100 amp is \$8,070.00. Mr. Moreau went on to say that in total, it is nearly \$25,000.00 worth of work, which would normally be designed for bid, advertised and brought to the Board for award. Mr. Moreau explained that if the Authority follows the strategy from KRB and hire an electrical engineer to prepare the bid documents, the estimated consulting fee would be approximately \$20,000.00. Mr. Moreau added that advertising this project for public bid would expose vulnerabilities regarding the electric service and backup emergency power. Mr. Moreau requested the Board to authorize procurement of these services under the Authority's Homeland Security Program, per Authority Counsel's advice. Perreca Electric was selected to

perform similar work at RVWB and KRB through an hourly rate labor cost competition. Accordingly, Mr. Moreau recommended an award to them for this assignment. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: 012-113

Resolution Date: October 18, 2012

WHEREAS, the Board has determined it is in the Authority's interest to retain an electrician to upgrade the Uninterruptable Power Supply (UPS) at the Bear Mountain Bridge; and

WHEREAS, the Authority's has previously retained Perreca Electric of Newburgh, New York for similar work through a competitive hourly wage comparison; and

WHEREAS, advertising for these services would expose confidential information on the Authority's existing electrical and security systems; and

WHEREAS, our General Counsel has reviewed this procurement of services and agrees with this recommendation as it is essential to maintain the confidentiality of our facility; now therefore

BE IT RESOLVED that the Authority's Public Procurement Policy opportunity be waived in this instance, due to the secure nature of the subject and that a contract be awarded to Perreca Electric in the amount of \$24,070.00 to complete said enhancements; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> day of October, 2012.

---

Joseph Ruggiero, Secretary

6) Interim Treated Salt Supply

Mr. Moreau informed the Board that the NYS Office of General Services (NYSOGS) has not awarded procurement contracts for Snow/Ice Control Agents as of yet. This is how the Authority has previously purchased the Type 2 treated salt that is used on the bridges. With no OGS contract in place, Mr. Moreau contacted the various treated salt suppliers from past contracts for pricing to fill the salt sheds from last year and to provide an interim source of salt until an OGS contract is approved and put into place. Mr. Moreau indicated that he emailed a request to the suppliers to provide a price per ton on salt to be supplied as needed up to a quantity of 150 tons each for four bridges. The initial shipment to fill the salt sheds of 160 tons would be delivered right away, leaving a balance of 450 tons to meet future needs. This Type 2 treated salt is a NYSDOT specification and only produced by a few companies. Mr. Moreau said that two price quotes were received and one declined to bid. The price for 150 tons of treated salt ranged from \$10,438.50 to \$11,281.50 depending on location. The total of the four purchase orders would be \$44,250.00. Mr. Moreau noted that the quantities of treated salt will not carry the Bridge Authority through the winter and that these quantities are to fill the salt sheds to capacity prior to the season and provide a quantity to resupply until an NYSOGS contract comes into effect. Mr. Moreau mentioned that the prices actually decreased since last year. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY****BOARD RESOLUTION**Resolution No.: 012-114Resolution Date: October 18, 2012

WHEREAS, the Board has determined it is in the Authority's interest to award a contract to supply winter deicing salt; and

WHEREAS, the Authority has previously purchased this product through the NYSOGS contract which is not in place at this time; and

WHEREAS, unit prices were solicited from available suppliers; and

WHEREAS, International Salt, of Clark's Summit, Pennsylvania provided the low quote

BE IT RESOLVED that the Authority award four purchase orders, one for each facility, with a total amount not to exceed \$44,250.00; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> day of October, 2012.

---

Joseph Ruggiero, Secretary

7) Jobs in Progress Monthly Report

Mr. Moreau reported on the Engineering Jobs in Progress Report for the month of September, noting that the Mid-Hudson resurfacing approach and joint repairs are complete. The Newburgh-Beacon Bridge paint project is 60% done. Chairman Vecellio called for a motion. On a motion of Commissioner Gerentine, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: 012-115

Resolution Date: October 18, 2012

WHEREAS, the Board has reviewed the monthly Engineering Progress Report on Capital Project Status; and

BE IT RESOLVED that the Engineering Progress Report is accepted as an instrument documenting the Board's briefing of Capital Construction activities; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of October 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary

FINANCIAL:1) Investment Transaction Report

Mr. Bushek reviewed the Investment Report for the month of September noting four investments for the month. Mr. Bushek mentioned the interest income and yield remains fairly steady. Chairman Vecellio called for a motion. On a motion of Commissioner Gerentine, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY****BOARD RESOLUTION**Resolution No.: 012-116Resolution Date: October 18, 2012

WHEREAS, the investment control procedures for the New York State Bridge Authority provide that the Board shall review and approve the report of investment transactions completed since the meeting of the Board on September 20, 2012; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby concur with and approve the investment report as filed with this body on this date for the purpose noted; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of  
October 2012.

---

Joseph Ruggiero, Secretary

2) Workers Compensation Renewal

Mr. Bushek indicated to the Board that our Workers' Compensation Insurance policy renews October 21, 2012 and, as with the expiring policy, the State Insurance Fund has offered the Authority a 35% upfront discount on the annual rates charged on each dollar of Authority payroll. Typically, all companies offer some percentage discount but in prior competitive bid processes the State Insurance Fund offers the highest discount. Mr. Bushek further indicated that the 35% discount is currently the maximum the State Insurance Fund gives to their policyholders and the Authority has been told few customers receive this level of discount. Based upon salaries for the 2010-2011 audit this year's premium rises from \$262,614 to \$304,090, an increase of \$41,476, or 16% not including the \$5,000 broker fee, which also increased from prior years, charged annually. This increase was primarily the result of the deterioration in the Authority's experience modification. The Authority in the past few years has seen an increase in workers compensation claims resulting in a substantial increase in our experience modification. Mr. Bushek added that previously the Authority would have received an experience modification credit which will now become an incremental charge. Mr. Bushek assured the Board that the Authority is actively taking steps to address this increase through the Safety Committee. The final premium cost is based on salaries which are audited by the State Insurance Fund at the end of the policy year. The broker, Associates of Glens Falls (AGF), approached several other markets and received declinations from several other insurers' quotation. This was due to the fact that many companies do not want to insure job classifications that include bridge painters and operators of marine vessels. Mr. Bushek went on to say that AGF did receive a quote from PERMA Insurance of

\$315,515, however being a cooperative this quote while being higher than NYSIF would also expose the Authority to incremental risk. The final premium cost is based on salaries which are audited by the State Insurance Fund at the end of the policy year which will determine the final cost. The Authority believes it has received the lowest price possible for this insurance and Mr. Bushek recommended the Board to approve this purchase. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: 012-116

Resolution Date: October 18, 2012

WHEREAS, the investment control procedures for the New York State Bridge Authority provide that the Board shall review and approve the report of investment transactions completed since the meeting of the Board on September 20, 2012; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby concur with and approve the investment report as filed with this body on this date for the purpose noted; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of  
October 2012.

---

Joseph Ruggiero, Secretary

3) Accident Review Committee Report Third Quarter 2012

Mr. Bushek reported to the Board that there were 43 accidents on Authority facilities in the Third quarter of 2012. This compares with 60 the previous year. Mr. Bushek noted that during that period there were 5 accidents involving Authority personnel with no injuries which compares with 6 the previous year. No action was required by the Board.

OPERATIONS:1) TTI Annual Maintenance Renewal and Lane Software Assignment

Mr. Ferguson apprised the Board that the Authority cancelled its lane controller software retainer with TRMI on August 24, 2012. Mr. Ruggiero explained that Traffic Technologies Inc. ("TTI") is currently under contract with the Authority to provide toll plaza/central maintenance through October, 2013. TTI is capable of performing lane controller software maintenance for the Authority without training or orientation. The toll collection system requires that the lane controller software be maintained seamlessly to insure the revenue stream to the Authority. It is recommended that the Board authorize the extension of the toll plaza/central maintenance retainer with TTI to provide on-call/emergency lane controller software maintenance and support through October, 2013, increasing the hours allocated under the retainer from 112 to 192 at a total cost of \$31,680. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

NEW YORK STATE BRIDGE AUTHORITYBOARD RESOLUTIONResolution No.: 012-117Resolution Date: October 18, 2012

WHEREAS, the Authority has terminated the lane controller software maintenance agreement with TRMI as a result of unacceptable performance on other contracts with the Authority; and

WHEREAS, Traffic Technologies, Inc. (hereinafter "TTI") has experience with the Authority's lane controller software maintenance and is capable of providing such maintenance services without training or orientation; and

WHEREAS, the lane controller software is critical to the collection of tolls for the Authority which is the Authority's sole revenue source; and

WHEREAS, the authorization for the third year of the current TTI maintenance contract is now due; and

WHEREAS, TTI has provided adequate service and it is in the interest of the Authority to continue this contract without interruption;

NOW, THEREFORE,

BE IT RESOLVED, that the Authority retain the services of **TTI** through October, 2013 as part of the existing plaza/central maintenance retainer (BA-201 0-00-012-PS), and extend the scope of services to include the lane controller software for a total of 192 hours at \$31,680.

---

Joseph Ruggiero, Secretary

REPORTS TO BOARD:1) Monthly Activity Report of the Executive Director

The Monthly Activity Report was submitted by Executive Director Joseph Ruggiero noting no expenditures in the month of September.

2) Traffic Classification Report

Mr. Ruggiero reported the Traffic Classification Comparison report for the year to date September 2012 numbers. This report shows the traffic count on each bridge, as well as the associated revenue. Year-to-date, New York State Bridge Authority's revenues are \$12,368,468.00 above last year's receipts. Mr. Ruggiero noted declining traffic is a direct result of high gas prices. No action was required by the Board.

OLD BUSINESS:1) TTI Nightwatch Integration Assignment

Mr. Bushek apprised the Board that in September 2012, the Board approved the agreement with TTI to familiarize itself with the Nighwatch software and investigate the software crashes. TTI completed this agreement and resolved the software crashes. During the course of testing the Authority identified a number of issues primarily surrounding the Image Handler and the Web Application. Mr. Ruggiero explained that the Authority reviewed the list of issues with TTI who was asked to provide an estimate to resolve. Having received the estimate the Authority made the decision to utilize in-house staff, to the extent possible, to reduce the scope of work. The remaining issues TTI

has proposed an estimate of \$30,000 and approximately 6 weeks to resolve. Chairman Vecellio called for a motion. On a motion of Commissioner Higgins, seconded by Commissioner Lashua, the following resolution was adopted unanimously:

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: 012-118

Resolution Date: October 18, 2012

WHEREAS, the Board has reviewed the report relative to the Nightwatch project and the estimate from Traffic Technologies Inc. (TTI) based on the scope of work to resolve known problems with Nightwatch applications; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby approve the purchase from TTI under the existing support contract BA-2012-OO-006-PS at a not to exceed amount of \$30,000; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of October 2012.

---

Joseph Ruggiero, Secretary

This concluded the regular meeting. Chairman Vecellio asked for a motion to adjourn the meeting. On a motion of Commissioner Higgins, seconded by Commissioner Lashua and approved unanimously, the regular meeting adjourned at 3:30 P.M.

The next regular meeting is scheduled for November 15, 2012 at 3:00 P.M. at Headquarters.

NEW YORK STATE BRIDGE AUTHORITY  
BOARD RESOLUTION

Resolution No.: \_\_\_\_\_  
Resolution Date: \_\_\_\_\_

RESOLUTION APPROVING EXECUTION OF CONTRACT WITH KAPSCH  
TRAFFICCOM IVHS, INC.

WHEREAS, the Authority is a member of the E-ZPass Interagency Group and the members of the group operate an electronic toll collection system known as E-ZPass pursuant to the E-ZPass Operations Interagency Agreement dated as of February 20, 1988, as amended; and

WHEREAS, in conformance with the Authority's Procurement Policy, the Triborough Bridge and Tunnel Authority (TBTA) issued a joint Request for Proposals ("RFP") dated March 30, 2008, as amended, on behalf of the members of the E-ZPass Interagency Group, to seek proposals from vendors to Furnish and Provide Electronic Toll Collection Technology and Associated Subsystem Components and Services for the Operation Of the E-ZPass System, in order to continue to operate E-ZPass as a regionally interoperable ETC system; and

WHEREAS, pursuant to the RFP, the E-ZPass IAG members evaluated vendor submissions, selected two proposers for validation testing, conducted validation testing to demonstrate compliance with minimum technical specifications and with proposer performance claims, requested best and final offers from each finalist, and conducted technical and financial evaluations of the final proposals; and

WHEREAS, after engaging in a competitive selection process, the E-ZPass Interagency Group recommended to its members the selection of Kapsch TrafficCom IVHS, Inc. to Furnish and Provide Electronic Toll Collection Technology and Associated Subsystem Components and Services for the Operation Of the E-ZPass System;

BE IT RESOLVED by the Board of the New York State Bridge Authority as follows:

Section 1. Vendor Selection. The Authority hereby approves the recommendation of the E-ZPass Interagency Group to approve Kapsch TrafficCom IVHS, Inc. as the proposer best meeting the requirements of the RFP. Kapsch TrafficCom IVHS, Inc. is hereby determined to be the responsive and responsible vendor pursuant to the RFP on the terms and conditions set forth in the form of contract on file with the Secretary ("Contract").

Section 2. Contract Authorization. The Contract is hereby approved in substantially the form on file with the Secretary. The Executive Director is hereby authorized to execute and deliver the Contract on behalf of the Authority in substantially the form on file with the Secretary, with such changes as shall not materially affect the substance thereof; such execution shall constitute conclusive evidence of such approval.

Section 3. Further Actions. The officers, agents and employees of the Authority are hereby authorized and directed to do all such acts and things and to execute all such documents as may be necessary or convenient to carry out and comply with the terms of this resolution.

Section 4. Effective Date. This resolution shall take effect immediately.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15<sup>th</sup> day of November, 2012.

---

Joseph Ruggiero, Secretary

**NEW YORK STATE BRIDGE AUTHORITY**  
**BOARD RESOLUTION**

Resolution No.: \_\_\_\_\_

Resolution Date: \_\_\_\_\_

WHEREAS, legislation was signed into NYS Environmental Conservation law to refinance and reform New York State's Superfund and Brownfields programs; and

WHEREAS, generators of hazardous waste are responsible for a surcharge fee if the quantity of waste generated is equal to or greater than 15 tons per year per Section 72-043 of the aforementioned legislation; and

WHEREAS, the de-leading and painting project at the North span of the Newburgh-Beacon Bridge makes us subject to this surcharge fee; and

WHEREAS, our Executive Director has reviewed the annual invoice and authorized payment in the amount of \$15,298.18; now therefore

BE IT RESOLVED that the Authority's Board of Commissioners review and confirm approval of this regulatory payment; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15<sup>th</sup> day of November, 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary

NEW YORK STATE BRIDGE AUTHORITY  
BOARD RESOLUTION

Resolution No.: \_\_\_\_\_

Resolution Date: \_\_\_\_\_

WHEREAS, the Board authorized overlay repairs at the Kingston-Rhinecliff Bridge by The Gorman Group on October 18<sup>th</sup>, 2012; and

WHEREAS, the repairs were originally scheduled to coincide with the Contractor's schedule of work in the Hudson Valley; and

WHEREAS, the arrival of Hurricane Sandy advanced the Contractor's schedule and made it impossible to combine the timing of our repairs and The Gorman Group is located in Albany and had to mobilize independently at an additional cost of \$4,668.00, increasing the contract amount from \$16,330.00 to \$20,998.00; and

WHEREAS, the Executive Director has already authorized this expense to expedite the work and this request is for Board confirmation;

BE IT RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> of November 2012.

---

Joseph Ruggiero, Secretary

**NEW YORK STATE BRIDGE AUTHORITY**  
**BOARD RESOLUTION**

Resolution No.: \_\_\_\_\_

Resolution Date: \_\_\_\_\_

WHEREAS, bids were solicited in April 2012 through the New York State Contract Reporter for the contract entitled "Electrical System Replacement Design Newburgh-Beacon South Span" (BA-2012-RE-114-DE) with the low bidder being the firm of Lockwood, Kessler & Bartlett, Inc., of Syosset, NY.; and

WHEREAS, the Authority's Engineering department has recognized a significant advantage to having an emergency back-up generator on the west side of the South Span of the Newburgh-Beacon Bridge; now therefore

BE IT RESOLVED that LKB's design fee be increased for this additional design work in the amount of \$46,000.00 from \$149,250.37 to \$195,250.37; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18<sup>th</sup> day of November, 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary

**"ENGINEERING JOBS IN PROGRESS"**

**COST SUMMARY**

**October 31, 2012**

Prepared  
11/06/12

<u>BRIDGE FACILITY</u>	<u>SUMMARY</u>				Remarks (Added or Removed)
	Original Award (\$)	Revised Contract (\$)	Revised Prior Month (\$)	Contract Balance (\$)	
RIP VAN WINKLE BRIDGE	\$190,907	\$190,907	\$190,907	\$62,099	
KINGSTON-RHINECLIFF BRIDGE	\$247,868	\$247,868	\$247,868	\$67,321	
WALKWAY OVER THE HUDSON	\$5,539,652	\$5,568,652	\$5,568,652	\$2,192,815	
MID-HUDSON BRIDGE	\$1,083,152	\$1,083,152	\$1,083,152	\$314,617	
NEWBURGH-BEACON BRIDGES	\$28,668,284	\$28,708,284	\$28,708,284	\$22,151,498	
BEAR MOUNTAIN BRIDGE	\$147,963	\$147,963	\$147,963	\$82,143	
MULTI-FACILITY PROJECTS	\$6,480,980	\$7,061,168	\$6,122,168	\$1,509,986	A - MHB & NBB Steel Award
<b>TOTALS</b>	<b>\$42,358,806</b>	<b>\$43,007,994</b>	<b>\$42,068,994</b>	<b>\$26,380,479</b>	

# **Rip Van Winkle Bridge**



# **Kingston-Rhinecliff Bridge**



# **Walkway over the Hudson**

**"ENGINEERING JOBS IN PROGRESS"  
WALKWAY-OVER-THE-HUDSON  
SUMMARY**

PROJECT BA #	CONSULTANT/ CONTRACTOR	PROJECT DESCRIPTION	AWARD DATE	CAPITAL IMPROV. APPROVAL DATE	ORIGINAL AWARD OR BUDGET \$	REVISED CONTRACT \$	CONTRACT BALANCE	COMMENTS
10-105-IN	Modjeski & Masters, Inc.	WOTH - Condition Inspection & Survey	8/10		\$292,000	\$292,000	\$123,882	
10-105-ES	Bergmann Associates	WOTH - As-Builts and ROW Survey	8/10		\$110,000	\$110,000	\$15,000	
12-RE-104-CM:28	In-House	WOTH - Approach Vegetation Control		2/12	\$99,968	\$99,968	\$71,114	
12-RE-104-CM:29	In-House	WOTH - Navigation Lighting		2/12	\$7,544	\$7,544	\$7,544	
12-RE-104-CM:30	In-House	WOTH - Bridge Safety Upgrades		2/12	\$32,568	\$32,568	\$32,568	
11-RE-103-ES	WSP-Sells	WOTH - Review As-Builts & Inspections	3/11		\$225,437	\$225,437	\$0	
11-RE-103-DE	WSP-Sells	WOTH - Urgent Design Details	9/11	9/11	\$266,340	\$266,340	\$0	
11-103-CM	I. & O.A. Slutzky, Inc.	Bridge/Highway (Standby) 10-101-CM Urgent WOTH Repairs for High Winds	9/11	8/11	\$0	\$0	\$0	Under-budget \$129,337
11-RE-104-DE	LKB	WOTH - Navigational Lighting Design	3/11		\$68,200	\$97,200	\$10,763	
12-RE-111-CM	I. & O.A. Slutzky, Inc.	Main Span Steel Repairs	5/12		\$4,185,288	\$4,185,288	\$1,754,480	
12-RE-111-SU	Greenman Pedersen, Inc. (GPI)	Main Span Steel Repairs, Inspection	5/12		\$215,000	\$215,000	\$149,933	
12-RE-111-DS	WSP-Sells	Main Span Steel Repairs, Design Support	5/12		\$37,307	\$37,307	\$27,531	
TOTALS					\$5,539,652	\$5,568,652	\$2,192,815	

**Engineering "Jobs In Progress" for October 31, 2012**

**BA2012-RE-111**  
**Walkway over the Hudson Bridge**  
**Main Span Structural Steel / Tower Bent Modifications**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
12-111-CM	I. & O.A. Slutzky, Inc.	5/12	6/12	12/12		\$4,185,288	\$4,185,288	\$2,430,808	\$1,754,480	58%	75%
12-111-SU	Greenman Pedersen, Inc.	5/12	6/12	12/12		\$215,000	\$215,000	\$65,067	\$149,933		
12-111-DS	WSP-Sells, Inc.	5/12	5/12	12/12		\$37,307	\$37,307	\$9,776	\$27,531		

**Description of Work:**

The Contractor shall perform various structural steel repairs to existing steel members located on the main span and tower bents. These structural repairs will provide for the installation of structural members to stabilize the structure for high wind conditions. Also additional steel repairs were identified in Modjeski and Masters detailed inspection. These repairs have a high priority to be performed within our 5 year capital program.

**Comments:**

The Contractor continues installing new bracing member for the main span truss members. A second crane was brought in to assist the workers with steel erection. An under-deck protection system has been installed above Oakes Road and CSXT's west shore rail line. There are 21 workers on-site. The Contractor intends to continue working into the Winter, as weather permits.

**Engineering "Jobs In Progress" for October 31, 2012**

**BA2010-RE-101**  
**Walkway over the Hudson Bridge**  
**NYSBA's Standby Contract – Deck Repairs and Deck Sealing**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
10-101-CM	I. & OA Slutzky, Inc.	7/12	8/12	10/12		\$1,250,000	\$1,250,000	\$1,149,000	\$0	100%	100%

**Description of Work:**

I. & O.A. Slutzky, Inc. has been awarded the above contract to remove and replace several thousand lifting hook and leveling bolt grout pockets. The entire precast concrete deck will be sealed with a penetrating sealer to improve the deck longevity. The cost of this repair contract will be borne by the Parks Department. Under a MOU agreement, the Authority will finance and oversee construction activities and the Parks shall fully reimburse the Authority for the construction cost of \$1,149,000.

**Comments:**

The contractor has substantially completed the project and will be 100% complete the first week in November.

**Engineering "Jobs In Progress" for October 31, 2012**

**BA2011-RE-104**  
**Walkway over the Hudson Bridge**  
**Bridge Navigational Lighting System**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
11-104-IN	Lockwood Kesseler & Bartlett, (LKB) (Engineering Design)	3/11 4/12	4/11	12/11		\$68,200	\$97,200	\$86,437	\$10,763	95%	

**Description of Work:**

LKB shall provide contract bid documents for the replacement of non-functional navigational lights as required by the USCG.

**Comments:**

The consultant has completed the design report. NYSDOT grants committee will authorize letting of the project after the public hearing that was held in early April. We are still awaiting NYSDOT authorization to proceed with the contract letting process.

# **Mid-Hudson Bridge**



# **Newburgh-Beacon Bridge**

**"ENGINEERING JOBS IN PROGRESS"  
NEWBURGH-BEACON BRIDGES  
SUMMARY**

PROJECT BA #	CONSULTANT/ CONTRACTOR	PROJECT DESCRIPTION	AWARD DATE	CAPITAL IMPROV. APPROVAL DATE	ORIGINAL AWARD OR BUDGET \$	REVISED CONTRACT \$	CONTRACT BALANCE	COMMENTS
09-101-MN	Metro-North	Deck Joint Replacement/Painting, RR Flagger	09/08		\$60,000	\$100,000	\$27,359	Bd. Inc. 8/20/10
10-103-DE	Modjeski & Masters, Inc.	North Span Waterproofing Membrane		2/10	\$38,000	\$38,000	\$20,283	
12-RE-104-CM.31	In-House	Electrical & Comm. Cable Tray Installation		2/12	\$96,850	\$96,850	\$88,685	
12-RE-104-CM.32	In-House	Roadway Sign Improvements		2/12	\$10,887	\$10,887	\$4,654	
12-RE-104-CM.33	In-House	Pavement Temperature Monitoring System		2/12	\$21,906	\$21,906	\$21,906	
12-RE-104-CM.34	In-House	South Span Overlay Repairs		2/12	\$53,645	\$53,645	\$40,838	
12-RE-104-CM.35	In-House	North Span Overlay Repairs		2/12	\$22,387	\$22,387	\$16,512	
12-RE-104-CM.36	In-House	Bridge Painting Upgrades		2/12	\$137,250	\$137,250	\$48,424	
12-RE-104-CM.37	In-House	Bridge Safety Upgrades		2/12	\$13,088	\$13,088	\$13,088	
12-RE-104-CM.38	In-House	Plug Joint Repairs		2/12	\$9,055	\$9,055	\$9,055	
12-RE-104-CM.39	In-House	Water System		2/12	\$19,425	\$19,425	\$19,425	
12-RE-104-CM.40	In-House	Star Bldg. J Salt Shed Rehabilitation		2/12	\$36,943	\$36,943	\$36,815	
12-RE-104-CM.41	In-House	Heating & Cooling Upgrades, Alt. Energy		2/12	\$11,102	\$11,102	\$8,016	
12-RE-101-DE	Ammann & Whitney	South Span Deck Design	2/12		\$1,288,900	\$1,288,900	\$398,897	
12-RE-101-SU	Modjeski & Masters, Inc.	South Span Deck, Construction Inspection	5/12		\$5,371,899	\$5,371,899	\$5,368,899	
12-RE-114-DE	LKB, Inc.	South Span Deck - Electrical Design	5/12		\$149,250	\$149,250	\$5,257	
12-RE-103-CM	Kiska Construction	North Span Painting	4/12		\$19,850,000	\$19,850,000	\$14,771,749	
12-RE-103-SU	HAKS Engineers	North Span Painting, Inspection	5/12		\$1,477,697	\$1,477,697	\$1,271,636	
TOTALS					\$28,668,284	\$28,708,284	\$22,151,498	

## Engineering "Jobs In Progress" for October 31, 2012

### BA2012-RE-101 Newburgh-Beacon Bridge (South Span) Replacement of the Bridge Deck

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
2012-101-CM	To-BE-Determined (Contractor)			12/15		\$0	\$0	\$0	\$0	0%	0%
2012-101-DE	Ammann & Whitney (Designer)	01/12		12/12		\$1,288,900	\$1,288,900	\$890,003	\$398,897		
2012-101-DS	Ammann & Whitney (Design Support)			12/15		\$0	\$0	\$0	\$0		
2012-101-SU	Modjeski & Masters (Inspection)	06/12		12/15		\$5,371,899	\$5,371,899	\$3,000	\$5,368,899		
2012-114-DE	LKB, Inc. (Electrical Design)	05/12		11/12		\$149,250	\$149,250	\$143,993	\$5,257		
2012-101-MR	Metro-North East shore flagman service			12/15		\$0	\$0	\$0	\$0		
2012-101-RR	CSX Transportation West shore flagman service			12/15		\$0	\$0	\$0	\$0		

#### Description of Work:

This project consists of the removal and replacement of the existing roadway deck. The existing cast-in-place deck will be replaced with a pre-cast grid over-fill deck system. The panelized deck sections will be installed during off-peak traffic hours, mainly overnight to minimize traffic impacts.

#### Comments:

Ammann & Whitney has completed their design report. Contract bid documents are being developed and will be available for sale beginning before the middle of November. Due to power outage in lower Manhattan, A&W were un-able finalize the plans by November 1<sup>st</sup>. This delay could push the bid opening until after the December board meeting. Upon a successful bid opening, we anticipate a recommendation of award for the January Board meeting.

**Engineering "Jobs In Progress" for October 31, 2012**

**BA2012-RE-103**  
**Newburgh-Beacon Bridge (North Span)**  
**Phase II - Super-Structure Painting (West Abutment – Pier 7)**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
2012-103-DE	NYSBA – In House (Designer)										
2012-103-CM	Kiska Construction, Inc. (Contractor)	4/12	4/12	12/14 30m		\$19,850,000	\$19,850,000	\$5,078,251	\$14,771,749	27%	21%
2012-103-SU	HAKS Engineers (Construction Supervision)	5/12	5/12	12/14		\$1,477,697	\$1,477,697	\$206,061	\$1,271,636		
2012-103-RR	CSXT West shore flagman service	7/12		12/14		\$61,140	\$61,140	\$1,243	\$59,897		

**Description of Work:**

The Work for this project includes installation of a Class A1 containment structure for lead paint abatement and maintenance painting of the Newburgh-Beacon North Span between the West Abutment Beam / Girder Spans to the deck truss spans at Pier 7. Construction activities shall be performed over 3 construction seasons. The milestone for de-leading in 2012 will be between the West Abutment and Pier 4; in 2013 (Piers 4 – Pier 5 and Pier 6 – Pier 7) and in 2014 (Pier 5 - Pier 6 overhead steel of the main span).

**Comments:**

De-leading and painting of the deck truss spans began at Pier 1 and working toward Pier 4 for this construction season. They are de-leading and painting between Piers 3-4 and they anticipate completing the deck truss re-painting to Pier 4 by the end of November. As weather permits, they will work Saturday and Sunday in November. In December they will remove the under-deck platform.

# **Bear Mountain Bridge**



# **Multi-Facility**



**Engineering "Jobs In Progress" for October 31, 2012**

**BA2012-RE-107**

**Systemwide**

**Port Security Grant – Surveillance Cameras / Virtual Fence Sensors**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
12-107-CM	Transdyn, Inc. (Design / Build)	4/12	4/12	12/12		\$1,250,000	\$1,250,000	\$881,120	\$368,880	90%	90%

**Description of Work:**

The video system installation project shall provide additional surveillance and monitoring of the all Authority's facilities. This project entails the furnishing and installation of new poles, cabinets, fiber optic cables, electrical conduit and cables, terminations and splices, electrical infrastructure and structural modifications for cameras, cabinet mounts and new cameras.

**Comments:**

Transdyn has commissioned all the sightlogix security sensors. They are continuing with the installation of security lighting and security fencing/gates.

**Engineering “Jobs In Progress” for October 31, 2012**

**BA2012-RE-108**  
**Mid-Hudson and Newburgh-Beacon (N. Span) Bridges**  
**Overlay Replacement and Joint Repairs**

Project No.	Vendor	Award	Start	Sch. Comp.	Comp.	Original Award	Revised Contract	Approved Payment to Date	Contract Balance	% Comp.	% Elapsed
2012-108-CM	Argenio Bros. Inc. (Contractor)	06/12	06/12	11/12		\$3,524,600	\$3,524,600	\$3,511,095	\$3,142	100%	81%
2012-101-DE	Modjeski & Masters, Inc. (Designer)										
2012-103-SU	HAKS Engineers (Supervision included in paint inspection assignment)										

**Description of Work:**

This project consists of the following items of work:

- Mid-Hudson – East Approach deck repairs, milling removal of existing pavement, installing waterproofing asphalt, joint re-construction and pavement markings.
- Newburgh-Beacon N. span – Deck repairs, milling removal of existing concrete overlay, installing waterproofing asphalt, sealing existing approach span deck and pavement markings.

**Comments:**

**FINAL REPORT:**

The Contractor completed all contract activities for the Mid-Hudson east approach and the Newburgh-Beacon north span. The Contractor’s staging area (yard) has been demobilized.

- The construction portion of this contract is being closed-out within the contract budget.
- The project has also been completed within the contract schedule.
- There were no liability claims filed during the course of the construction work.

**NEW YORK STATE BRIDGE AUTHORITY**  
**BOARD RESOLUTION**

Resolution No.: \_\_\_\_\_  
Resolution Date: \_\_\_\_\_

WHEREAS, the Board has reviewed the monthly Engineering Progress Report on Capital Project Status; and

BE IT RESOLVED that the Engineering Progress Report is accepted as an instrument documenting the Board's briefing of Capital Construction activities; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15th day of November 2012.

---

**Joseph Ruggiero, Secretary**

NEW YORK STATE BRIDGE AUTHORITY  
 Investment Report  
 October 2012

		PURCHASE			
Cash Availability Source	Principal Cost	Accrued Interest	Maturity Date	Approximate Yield to Maturity	
Allocation from Revenue Fund	\$924,271.52	\$9,123.28	12/31/12	0.11%	
Allocation from Revenue Fund	\$2,413,218.75	\$2,279.01	03/15/13	0.10%	
Investment Maturities	\$271,983.08	\$0.00	11/15/12	0.04%	
Investment Maturities	\$1,110,942.60	\$0.00	11/15/12	0.08%	
Allocation from Revenue Fund	\$999,845.00	\$0.00	01/10/13	0.06%	

Fund/Date	U.S. Treasury Obligation
<i>Debt Service</i>	
10/09/12	917,000 Notes 3.625%
<i>Maintenance Reserve</i>	
10/10/12	2,400,000 Notes 1.375%
10/18/12	272,000 Bills
<i>Construction Fund</i>	
10/15/12	1,111,000 Bills
<i>Revenue Fund</i>	
10/09/12	1,000,000 Bills

**NEW YORK STATE BRIDGE AUTHORITY  
INVESTMENT INVENTORY  
OCTOBER 31, 2012**

**INVESTMENTS HELD BY THE TRUSTEE, THE BANK OF NEW YORK**

	<u>MATURITY</u>	<u>PRINCIPAL AMOUNT</u>
<b>DEBT SERVICE FUND</b>		
U.S. TREASURY NOTES, 3.625%	12-31-12	917,000
U.S. TREASURY NOTES, 0.625%	12-31-12	<u>6,440,000</u>
		<u>7,357,000</u>
<b>MAINTENANCE RESERVE FUND</b>		
U.S. TREASURY BILLS	11-15-12	272,000
U.S. TREASURY NOTES, 1.375%	11-15-12	1,613,000
U.S. TREASURY BILLS	12-13-12	1,598,000
U.S. TREASURY NOTES, 1.375%	03-15-13	2,400,000
U.S. TREASURY NOTES, 3.125%	04-30-13	2,242,000
U.S. TREASURY NOTES, 0.625%	07-15-13	2,089,000
U.S. TREASURY NOTES, 4.25%	09-15-13	2,793,000
U.S. TREASURY NOTES, 0.5%	10-15-13	<u>1,707,000</u>
		<u>14,714,000</u>
<b>CONSTRUCTION FUND</b>		
U.S. TREASURY BILLS	11-15-12	1,111,000
U.S. TREASURY NOTES, 4.0%	11-15-12	2,117,000
U.S. TREASURY NOTES, 1.125%	12-15-12	1,979,000
U.S. TREASURY NOTES, 3.875%	02-15-13	2,892,000
U.S. TREASURY NOTES, 1.375%	03-15-13	40,501,000
U.S. TREASURY NOTES, 1.75%	04-15-13	3,130,000
U.S. TREASURY NOTES, 0.75%	09-15-13	2,299,000
U.S. TREASURY NOTES, 1.0%	01-15-14	<u>36,036,000</u>
		<u>90,065,000</u>
<b>INSURANCE FUND</b>		
U.S. TREASURY NOTES, 2.625%	12-31-14	835,000
U.S. TREASURY NOTES, 7.50%	11-15-16	<u>6,692,000</u>
		<u>7,527,000</u>
<b>DEBT SERVICE RESERVE FUND</b>		
U.S. TREASURY NOTES, 0.625%	12-31-12	3,000,000
U.S. TREASURY NOTES, 0.50%	11-15-13	2,664,000
U.S. TREASURY NOTES, 2.625%	12-31-14	1,560,000
U.S. TREASURY NOTES, 3.125%	01-31-17	<u>3,509,000</u>
		<u>10,733,000</u>
<b>REVENUE FUND</b>		
CASH		2,850,155
U.S. TREASURY NOTES, 3.375%	11-30-12	1,802,000
U.S. TREASURY BILLS	01-10-13	<u>1,000,000</u>
		<u>5,652,155</u>

**INVESTMENTS HELD BY BANK OF AMERICA**

**OPERATING FUND**

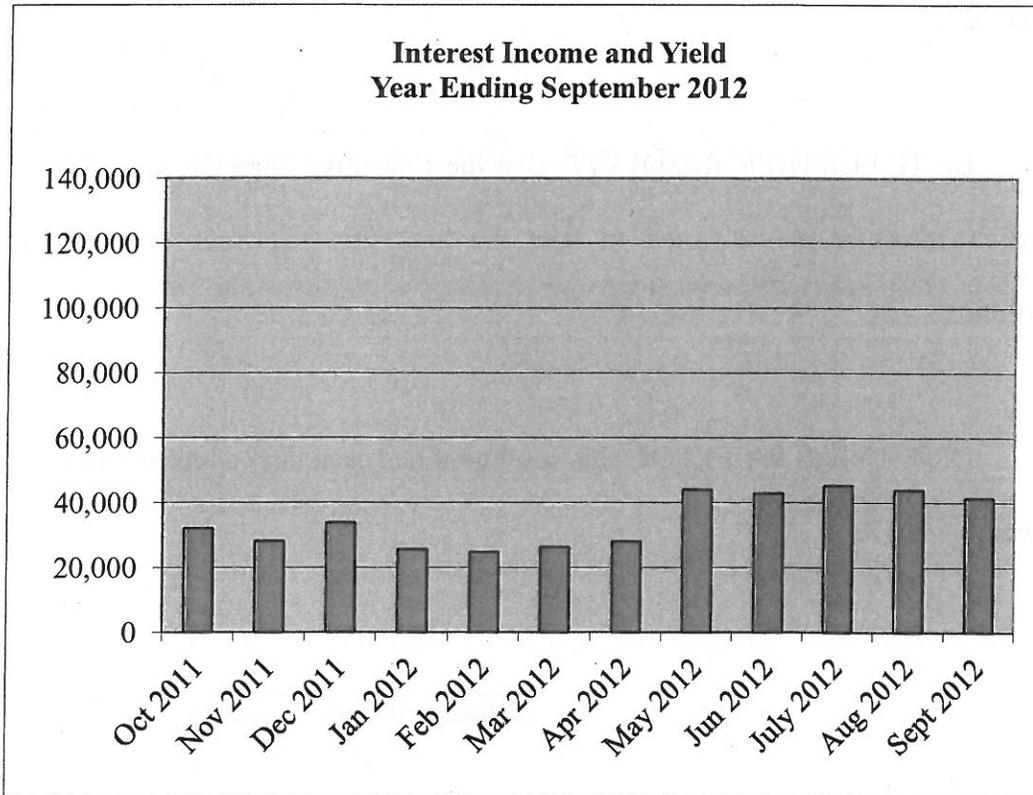
The Authority utilizes zero balance checking accounts to provide for the day-to-day payment of accounts payable and payroll expenses. This means these accounts, which are funded by a Public Funds Interest Checking account, have no balance at the end of each day. On October 31, the Public Funds Interest Checking account totaled \$1,749,542.

**REVENUE FUND**

These Public Funds Interest Checking accounts hold the daily toll revenues. On October 31, these accounts totaled \$276,180.

**NEW YORK STATE BRIDGE AUTHORITY  
INTEREST INCOME AND YIELD  
YEAR ENDING SEPTEMBER 2012**

<i>Date Year</i>	<i>Interest Income (\$)</i>	<i>Approximate Yield Percentage</i>
Oct 2011	32,014	1.05%
Nov 2011	28,079	0.96%
Dec 2011	33,694	1.33%
Jan 2012	25,570	1.19%
Feb 2012	24,680	1.13%
Mar 2012	26,300	1.07%
Apr 2012	27,939	0.25%
May 2012	43,952	0.38%
Jun 2012	42,748	0.38%
July 2012	45,212	0.38%
Aug 2012	43,872	0.37%
Sept 2012	41,310	0.36%



**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.:

Resolution Date: November 15, 2012

WHEREAS, the investment control procedures for the New York State Bridge Authority provide that the Board shall review and approve the report of investment transactions completed since the meeting of the Board on October 18, 2012; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby concur with and approve the investment report as filed with this body on this date for the purpose noted; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15th day of November 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary

**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.: \_\_\_\_\_

Resolution Date: November 15, 2012

WHEREAS the Board has reviewed the report relative to the payment of the annual invoice to the New York State Employees' Retirement System; now therefore

BE IT RESOLVED, the New York State Bridge Authority does hereby approve the payment of \$1,796,856 to the New York State and Local Retirement System for pension costs incurred for the year ending March 31, 2013; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15th day of November 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary

**NEW YORK STATE BRIDGE AUTHORITY**  
**BOARD RESOLUTION**

Resolution No.: \_\_\_\_\_

Resolution Date: November 15, 2012

WHEREAS, Office of the State Comptroller Regulation 2 NYCRR Part 203 requires that Bridge Authority budget and financial plan information for fiscal years 2013 through 2016 be prepared, approved and forwarded in report form to the Comptroller; now therefore

BE IT RESOLVED, that the Authority hereby approves the proposed budget and financial plan information; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15th day of November 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary



# NEW YORK STATE BRIDGE AUTHORITY

P.O. Box 1010, Highland, New York 12528 P: (845) 691-7245 F: (845) 691-3560

ANDREW M. CUOMO, *Governor*

JOSEPH RUGGIERO, *Executive Director*

**BOARD**

FRANCIS VECCELIO  
*Chairman*

RICHARD A. GERENTINE  
*Vice Chairman*

RODERICK O. DRESSEL  
C. VANE LASHUA

ROGER P. HIGGINS  
JOSEPH RAMAGLIA

## NEW YORK STATE BRIDGE AUTHORITY BUDGET AND FINANCIAL PLAN 2013-2016 CERTIFICATION

To the best of my knowledge and belief after reasonable inquiry, the Bridge Authority's 2013-2016 Budget and Financial Plan approved by its Board on November 15, 2012 was based on reasonable assumptions and methods of estimation and is in conformance with the State Comptroller adopted Regulation 2 NYCRR Part 203, Budget and Financial Plan Format, Supporting Documentation and Monitoring – Public Authority.

\_\_\_\_\_  
Joseph Ruggiero  
EXECUTIVE DIRECTOR

\_\_\_\_\_  
Date

RIP VAN WINKLE  
P.O. Box 286  
Catskill, NY 12414  
(518) 943-2360

KINGSTON-RHINECLIFF  
P.O. Box 1400  
Kingston, NY 12402  
(845) 336-8181

MID-HUDSON  
P.O. Box 1010  
Highland, NY 12528  
(845) 691-7221

NEWBURGH-BEACON  
P.O. Box 28  
Beacon, NY 12508  
(845) 831-3700

BEAR MOUNTAIN  
P.O. Box 323  
Ft. Montgomery, NY 10922  
(845) 446-4721

STATE OF NEW YORK  
OFFICE OF THE STATE COMPTROLLER

ANNUAL PUBLIC AUTHORITY  
BUDGET AND FINANCIAL PLAN REQUEST  
2013

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

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

**BOARD APPROVAL DATE:** November 15, 2012

**FISCAL YEAR START DATE:** January 1

**PREPARED BY:** Brian Bushek

**TITLE:** Treasurer

**PHONE NO.:** 845-691-7245

**E-MAIL ADDRESS:** bbushek@nysba.net

**SIGNATURE:** 

**DATE:** 9/20/12

**NEW YORK STATE BRIDGE AUTHORITY  
ANNUAL PUBLIC AUTHORITY  
BUDGET AND FINANCIAL PLAN  
2013 - 2016**

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

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

B) Description of the budget process.

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

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

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

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

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

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

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

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

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

Primary sources of Authority revenues include toll revenue, interest income, Federal Grants, advertising, and fiber leasing. In 2011, \$37.2 million in tolls accounted for 92% of overall revenue, with interest on investments \$0.4 million, a Federal grant \$2.5 million, and \$0.4 million comprising the remaining income. On the expense side, salary and related fringe benefits of \$18.2 million equaled 33.1% of the \$51.7 million in total outlays. The \$15.3 million cost of rehabilitation, construction and bridge repairs was 29.6% of overall expenditures. In years 2011, 2012, and 2013 the Authority expects to receive grants totaling \$4.6 million, primarily from the Federal Department of Homeland Security, which will be primarily used for security systems and traffic cameras on three bridges.

In 2012, toll revenues are projected to increase \$15.2 million, or 40.7%, as a result of the revenue enhancement increasing tolls that took effect on January 30, 2012. This added \$.25 to the basic \$1.00 passenger car E-ZPass \$1.00 toll rate and established a differential between cash and E-ZPass. In 2013 tolls are expected to rise \$0.7 million as a result of the revenue enhancement being in effect for the entire calendar year. Toll Revenues for the following three years are forecasted to remain stable.

Interest income is based upon the estimated inventory of investments in the Authority's designated funds as provided for in its bond resolution. Interest rates are projected between .01% and 1.5% depending on maturity. With the exception of the Maintenance Reserve and Construction Funds, used to fund capital improvements and which increase in 2012 and decrease through 2016. The 2012 revenue enhancement will stabilize funds in the Maintenance Reserve Fund and the sale of \$90.3 million in bonds to begin redecking the south span of the Newburgh-Beacon Bridge added to capital fund balances. Investment income is forecasted to be stable as interest rates continue to remain at historic lows with all bond proceeds disbursed by 2015.

Operating expenses are projected to rise \$1.8 million, or 6.5% primarily associated with the increases in personnel related costs, maintenance and repairs, and electronic toll costs. Salary expenses increase \$0.4 million in 2012 due to pay increases being in place for the full calendar year, step and longevity increases, and a reduction in in house staff used to support capital programs. Employee retirement increases \$0.4 million based on the estimates from the NY State and Local Retirement system that charges market losses to the Authority smoothed over five years. Maintenance and repairs increases \$0.2 million from higher costs for traffic control, maintenance on security equipment, and toll equipment maintenance. Electronic toll costs increase due to increase usage of E-ZPass as a result of the cash differential included in the toll schedule implemented in January. In 2013 operating expenses increase \$1.1 million primarily from anticipated increases in employee healthcare and retirement. 2014-2016 expenses remain moderate averaging increases of 3% per year for most expenditures. Currently, the Authority is executing a capital improvement project to install automated toll collection machines at its smaller facilities as an interim step to all electronic tolling projected in 2015. Meaningful savings will be realized in the area of toll collection from both initiatives.

The Authority currently maintains a staff of 133 full time and 56 part time employees. All but 19 management/confidential employees are represented by the CSEA. The current union contract expired in March 2012, the Authority is currently in negotiations with CSEA. Total payroll is expected to rise 2% in 2013 through 2014 and increase at an average rate of 3% thereafter.

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 \$.53 of each Authority toll revenue dollar is a risk. Though the risk is small, all Authority bridges are covered for property damage and up to two years loss of revenue. In addition the Authority is sensitive to fluctuations in traffic driven by economic conditions. A substantial

rise in fuel prices may have an impact on forecasted revenues.

On the expense side, the annual increases in health insurance costs, 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 Statement 45 (GASB 45) as of December 31, 2011. These costs, currently \$2.3 million per year, will ultimately need to be funded. This will require reduced spending in other areas or a toll revenue enhancement.

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

NY State has created the Spending and Government Efficiency Commission (SAGE), which 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 Authority cannot predict the potential impact of consolidation/merger initiatives.

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

See Accompanying Budget and Financial Plan 2013 - 2016.

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 2012 budget decreases the previous projection for toll revenue by \$407 thousand. Tolls, which were forecasted to rise 40.7% over 2011, are now projected to increase 39.6%. Revenue declines as a result of the toll increase being implemented four weeks later than projected. Expected interest income will rise to \$440 thousand with proceeds from the 2012 series bonds being invested sooner than projected on low investment yields. The Federal Grant for security systems and traffic cameras is projected to complete in 2012, but the Grant for work at the Walkway Over the Hudson will not be completed until 2013. Miscellaneous income rises based on successes in advertising and leasing of fiber optic lines across bridges.

Overall salaries fall \$0.1 million as a result of no pay increases associated with the end of the CSEA collective bargaining agreement in 2012. The Authority projects no salary increases for 2012. Employee retirement expense increases \$260 thousand over projections as a result of the latest projections from the NY State and Local Retirement System. Health insurance costs of \$4.8 million are \$58 thousand below the original budget as premium increases were below those forecasted by the Department of Civil Service. Commercial insurance expense of \$1.2 million is \$145 thousand lower because the Authority was able to maintain or lower premiums upon renewals in 2011 and 2012.

Electronic toll costs were \$68 thousand, or 2%, more than projected as transaction costs increased and more utilization of E-Zpass associated with the cash differential implemented with the revenue enhancement.

Professional fees increase in Operations as a result of higher usage of consulting services associated with the Authorities toll systems.

Engineering and Maintenance Equipment repairs and maintenance are down \$175 thousand, or 23%, as a result of a milder winter and fuel prices moderating.

Nonoperating Expenses varied from the original budget for both the debt service and capital program. Debt service was impacted by the refinancing and debt issue increasing the amount of principal projected to be paid in 2012. The Authority received the benefit of improved market conditions through the refinancing and timing of the 2012 series bonds. The capital program originally anticipated projects taking place in 2013-2015 which were advanced to 2012.

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

See Accompanying Statement (Attachment #1)

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

Though the exact number is unknown, there will be decreases in the number of employees over the four-year period. The Authority has in progress projects to automate specific toll collection activities in preparation for all electronic tolling. In addition as the use of E-Zpass increases, the need for the manning of toll booths decreases and eventually there will be a significant reduction in toll collection positions when the Authority completely installs all electronic tolling. Employee salaries are funded from toll revenues. There are 133 full time employees classified as follows:

Toll Collectors - 49

Laborers - 51

Clerical - 17

Management - 16

There are 56 part time employees classified as follows:

Toll Collectors - 55

Laborers - 2

The 57 part time collectors currently work hours equivalent to 34 full time employees.

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

In 2011, the Authority began a project to utilize automated machines to perform toll collection ahead of all electronic tolling. This project along with a revised toll schedule in 2012 that incentivizes the use of E-Zpass is expected to reduce the need to man toll booths. Though the automated toll collection machine project has been delayed due to technical issues, a pilot test is projected to take place in fourth quarter 2012.

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

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

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

NONE

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

See Accompanying Statement (Attachment #2)

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

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

expected to have a material impact on the operating budget.

See Accompanying Statement (Attachment #3)

NEW YORK STATE BRIDGE AUTHORITY  
Budget & Financial Plan  
2013-2016  
(\$000's)

	Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted Budget) 2013	Proposed Budget 2014	Proposed Budget 2015	Proposed Budget 2016
<b>REVENUE:</b>						
<i>TOLL REVENUE</i>						
RIP VAN WINKLE BRIDGE	2,957	4,134	4,190	4,190	4,190	4,190
KINGSTON-RHINECLIFF BRIDGE	4,050	5,500	5,574	5,574	5,574	5,574
MID-HUDSON BRIDGE	6,881	9,851	9,984	9,984	9,984	9,984
NEWBURGH-BEACON BRIDGE	19,899	27,728	28,101	28,101	28,101	28,101
BEAR MOUNTAIN BRIDGE	3,454	4,787	4,851	4,851	4,851	4,851
<b>TOTAL TOLL REVENUE</b>	<b>37,241</b>	<b>52,000</b>	<b>52,700</b>	<b>52,700</b>	<b>52,700</b>	<b>52,700</b>
FEDERAL AND STATE GRANTS	2,505	1,508	475	0	0	0
INTEREST INCOME	377	440	300	250	250	250
MISCELLANEOUS INCOME	377	400	400	400	400	400
PROCEEDS FROM ISSUANCE OF DEBT	0	98,021	0	0	0	0
<b>TOTAL REVENUE</b>	<b>40,500</b>	<b>152,369</b>	<b>53,875</b>	<b>53,350</b>	<b>53,350</b>	<b>53,350</b>
<b>OPERATING EXPENSE:</b>						
<i>ADMINISTRATION EXPENSE</i>						
SALARIES	2,101	1,946	1,990	2,030	2,070	2,133
EMPLOYEE RETIREMENT	286	355	396	404	412	424
SOCIAL SECURITY	158	146	153	156	159	164
EMPLOYEE HEALTH INSURANCE	816	855	908	935	963	992
EMPLOYEE DENTAL & VISION CARE INSURANCE	17	32	35	36	37	38
UNEMPLOYMENT	1	0	0	0	0	0
DISABILITY INSURANCE	2	2	2	2	2	2
SURVIVORS' BENEFITS	0	7	7	7	7	8
COMMUNICATIONS	48	48	50	52	53	55
UTILITIES	132	142	145	149	154	158
WORKERS' COMPENSATION INSURANCE	3	4	6	6	6	7
COMMERCIAL INSURANCE	1,313	1,195	1,278	1,316	1,356	1,397
PROFESSIONAL SERVICES	467	308	307	316	326	335
SUPPLIES AND MATERIALS	24	36	38	39	40	42
MAINTENANCE AND REPAIRS	32	55	62	64	66	68
INTERGOVERNMENTAL SERVICES ASSESSMENT	367	404	410	422	435	448
EQUIPMENT	20	47	21	22	22	23
OTHER EXPENSES	78	68	73	75	77	80
<b>TOTAL ADMINISTRATION EXPENSE</b>	<b>5,865</b>	<b>5,650</b>	<b>5,881</b>	<b>6,032</b>	<b>6,187</b>	<b>6,373</b>

	Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted Budget) 2013	Proposed Budget		
				2014	2015	2016
<b>OPERATIONS EXPENSE</b>						
SALARIES	5,384	5,609	5,415	5,523	5,634	5,803
EMPLOYEE RETIREMENT	514	726	811	827	844	869
SOCIAL SECURITY	421	442	432	441	449	463
EMPLOYEE HEALTH INSURANCE	2,008	2,031	2,157	2,222	2,288	2,357
EMPLOYEE DENTAL & VISION CARE INSURANCE	84	79	87	90	92	95
UNEMPLOYMENT	32	15	15	15	16	16
DISABILITY INSURANCE	4	5	6	6	6	7
SURVIVORS' BENEFITS	0	7	7	7	7	8
COMMUNICATIONS	128	137	138	142	146	151
UTILITIES	114	133	128	132	136	140
WORKERS' COMPENSATION INSURANCE	59	71	90	93	95	98
PROFESSIONAL SERVICES	126	133	135	139	143	148
SUPPLIES AND MATERIALS	94	119	114	117	121	125
MAINTENANCE AND REPAIRS	71	158	428	441	454	468
ELECTRONIC TOLL COSTS	3,224	3,504	3,606	3,714	3,826	3,940
EQUIPMENT	296	296	263	271	279	287
OTHER EXPENSES	32	51	58	60	62	65
<b>TOTAL OPERATIONS EXPENSE</b>	<b>12,591</b>	<b>13,516</b>	<b>13,890</b>	<b>14,240</b>	<b>14,600</b>	<b>15,039</b>

	Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted Budget) 2013	Proposed Budget		
				2014	2015	2016
<b>ENGINEERING AND MAINTENANCE EXPENSE</b>						
SALARIES	2,642	2,974	3,202	3,266	3,331	3,431
EMPLOYEE RETIREMENT	429	578	643	656	669	689
SOCIAL SECURITY	274	276	299	305	311	320
EMPLOYEE HEALTH INSURANCE	1,864	1,939	2,079	2,141	2,206	2,272
EMPLOYEE DENTAL & VISION CARE INSURANCE	72	68	75	77	80	82
UNEMPLOYMENT	0	6	6	6	6	7
DISABILITY INSURANCE	4	5	6	6	6	7
SURVIVORS' BENEFITS	0	7	7	7	7	8
COMMUNICATIONS	6	9	11	11	12	12
UTILITIES	254	289	305	314	324	333
WORKERS' COMPENSATION INSURANCE	160	192	241	248	256	263
PROFESSIONAL SERVICES	226	257	249	256	264	272
SUPPLIES AND MATERIALS	80	100	102	105	108	111
MAINTENANCE AND REPAIRS	464	585	526	542	558	575
EQUIPMENT	34	25	25	26	27	27
OTHER EXPENSES	38	53	54	56	57	59
<b>TOTAL ENGINEERING AND MAINTENANCE EXPENSE</b>	<b>6,547</b>	<b>7,363</b>	<b>7,830</b>	<b>8,023</b>	<b>8,222</b>	<b>8,469</b>
<b>DEPRECIATION ON BUILDINGS/EQUIPMENT</b>	<b>2,416</b>	<b>2,710</b>	<b>2,726</b>	<b>2,808</b>	<b>2,892</b>	<b>2,979</b>
<b>TOTAL OPERATING EXPENSE</b>	<b>27,419</b>	<b>29,239</b>	<b>30,327</b>	<b>31,104</b>	<b>31,901</b>	<b>32,859</b>

**NONOPERATING EXPENSE**

PRINCIPAL ON 1997, 2002, 2011, AND 2012 BONDS  
 INTEREST ON 1997, 2002, 2011 AND 2012 BONDS  
 CAPITAL PLAN OUTLAYS

**TOTAL NONOPERATING EXPENSES**

**TOTAL EXPENSES**

**EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES**

Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted Budget) 2013	Proposed Budget 2014	Proposed Budget 2015	Proposed Budget 2016
5,988	4,636	6,065	6,390	6,580	6,845
3,011	2,348	3,846	4,887	4,698	4,435
15,304	18,316	54,953	39,682	14,497	20,055
24,303	25,300	64,864	50,959	25,775	31,335
51,722	54,539	95,191	82,063	57,676	64,194
(11,222)	97,830	(41,316)	(28,713)	(4,326)	(10,844)

**NEW YORK STATE BRIDGE AUTHORITY  
BUDGET AND FINANCIAL PLAN SUMMARY FILE  
2013 - 2016**

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

	<u>Last Year (Actual) 2011</u>	<u>Current Year (Estimated) 2012</u>	<u>Next Year (Adopted) 2013</u>	<u>Proposed 2014</u>	<u>Proposed 2015</u>	<u>Proposed 2016</u>
<b><u>REVENUE &amp; FINANCING SOURCES</u></b>						
<b>Operating Revenues</b>						
Charges for services	37,241	52,000	52,700	52,700	52,700	52,700
Rental & financing income	0	0	0	0	0	0
Other operating revenues	377	400	400	400	400	400
<b>Nonoperating Revenues</b>						
Investment earnings	377	440	300	250	250	250
State subsidies/grants	0	0	0	0	0	0
Federal subsidies/grants	2,505	1,508	475	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	98,021			0	0
<b>Total Revenues &amp; Financing Sources</b>	<u>40,500</u>	<u>152,369</u>	<u>53,875</u>	<u>53,350</u>	<u>53,350</u>	<u>53,350</u>
<b><u>EXPENDITURES</u></b>						
<b>Operating Expenditures</b>						
Salaries and wages	10,127	10,529	10,607	10,819	11,036	11,367
Other employee benefits	6,986	7,581	8,131	8,348	8,570	8,827
Professional services contracts	819	698	691	712	733	755
Supplies and materials	198	255	254	262	269	278
Other operating expenditures	6,873	7,466	7,918	8,156	8,400	8,653
<b>Nonoperating Expenditures</b>						
Payment of principal on bonds and financing arrangements	5,988	4,636	6,065	6,390	6,580	6,845
Interest and other financing charges	3,011	2,348	3,846	4,887	4,698	4,435
Subsidies to other public authorities	0	0	0	0	0	0
Capital asset outlay	15,304	18,316	54,953	39,682	14,497	20,055
Grants and donations	0	0	0	0	0	0
Other nonoperating expenditures	41	3,374	5,031	5,031	5,031	5,031
<b>Total Expenditures</b>	<u>49,347</u>	<u>55,203</u>	<u>97,496</u>	<u>84,286</u>	<u>59,815</u>	<u>66,246</u>
<b><u>CAPITAL CONTRIBUTIONS</u></b>						
Excess (deficiency) of revenues and capital contributions over expenditures	<u>(8,847)</u>	<u>97,166</u>	<u>(43,621)</u>	<u>(30,936)</u>	<u>(6,465)</u>	<u>(12,896)</u>

NEW YORK STATE BRIDGE AUTHORITY  
Budget & Financial Plan 2013-2016

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

	Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted Budget) 2013	Proposed Budget 2014	Proposed Budget 2015	Proposed Budget 2016
<b>ASSETS</b>						
Current Assets:						
Cash and cash equivalents	11,244	10,000	10,000	10,000	10,000	10,000
Investments	0	0	0	0	0	0
Receivables, net	1,730	1,700	1,900	2,125	2,125	2,125
Other assets	1,759	2,500	2,400	2,300	2,200	2,100
Restricted cash, investments and capital funds	18,633	117,000	81,747	62,261	38,314	36,052
<b>TOTAL CURRENT ASSETS</b>	<b>33,366</b>	<b>131,200</b>	<b>96,047</b>	<b>76,686</b>	<b>52,639</b>	<b>50,277</b>
<b>LIABILITIES</b>						
Current Liabilities:						
Accounts payable	1,572	1,382	1,423	1,466	1,510	1,555
Accrued liabilities	1,251	2,500	3,300	3,300	3,300	3,300
Pension contribution payable	0	0	0	0	0	0
Deferred revenues	0	0	0	0	0	0
Bond anticipation notes payable	0	0	0	0	0	0
Long-term debt due within one year	6,180	6,065	6,390	6,580	6,845	7,135
<b>TOTAL CURRENT LIABILITIES</b>	<b>9,003</b>	<b>9,947</b>	<b>11,113</b>	<b>11,346</b>	<b>11,655</b>	<b>11,990</b>
<b>NET CURRENT ASSETS (DEFICIT)</b>						
Net Current Assets:						
Restricted	18,633	117,000	81,747	62,261	38,314	36,052
Unrestricted	14,733	14,200	14,300	14,425	14,325	14,225
<b>CURRENT ASSETS NET OF CURRENT LIABILITIES</b>	<b>24,363</b>	<b>121,253</b>	<b>84,934</b>	<b>65,340</b>	<b>40,984</b>	<b>38,287</b>

**NEW YORK STATE BRIDGE AUTHORITY**  
**Revenues and Expenditures**  
**Actual Financial Performance 2012 and Change in Estimates**  
**for Previously Approved 2012 Budget**  
**(\$000's)**

	<u>Actual Financial Performance 2011</u>	<u>09/15/11 Approved Budget 2012</u>	<u>09/20/12 Revised Budget 2012</u>	<u>Difference Between Approved and Revised Budget 2012</u>
<b>REVENUE:</b>				
<i>TOLL REVENUE</i>				
RIP VAN WINKLE BRIDGE	2,957	4,132	4,134	2
KINGSTON-RHINECLIFF BRIDGE	4,050	5,645	5,500	-145
MID-HUDSON BRIDGE	6,881	9,664	9,851	187
NEWBURGH-BEACON BRIDGE	19,899	28,245	27,728	-517
BEAR MOUNTAIN BRIDGE	3,454	4,721	4,787	66
<b>TOTAL TOLL REVENUE</b>	<b>37,241</b>	<b>52,407</b>	<b>52,000</b>	<b>-407</b>
FEDERAL AND STATE GRANTS	2,505	1,675	1,508	-167
INTEREST INCOME	377	300	440	140
MISCELLANEOUS INCOME	377	125	400	275
PROCEEDS FROM ISSUANCE OF DEBT	0	98,000	98,021	21
<b>TOTAL REVENUE</b>	<b>40,500</b>	<b>152,507</b>	<b>152,369</b>	<b>-138</b>
<b>OPERATING EXPENSE:</b>				
<u>ADMINISTRATION EXPENSE</u>				
SALARIES	2,101	2,087	1946	-141
EMPLOYEE RETIREMENT	286	341	355	14
SOCIAL SECURITY	158	153	146	-7
EMPLOYEE HEALTH INSURANCE	816	843	855	12
EMPLOYEE DENTAL & VISION CARE INSURANCE	17	34	32	-2
UNEMPLOYMENT	1	1	0	-1
DISABILITY INSURANCE	2	2	2	0
SURVIVORS' BENEFITS	0	7	7	0
COMMUNICATIONS	48	50	48	-2
UTILITIES	132	162	142	-20
WORKERS' COMPENSATION INSURANCE	3	5	4	-1
COMMERCIAL INSURANCE	1,313	1,340	1195	-145
PROFESSIONAL SERVICES	467	296	308	12
SUPPLIES AND MATERIALS	24	41	36	-5
MAINTENANCE AND REPAIRS	32	58	55	-3
INTERGOVERNMENTAL SERVICES ASSESSMENT	367	391	404	13
EQUIPMENT	20	21	47	26
OTHER EXPENSES	78	135	68	-67
<b>TOTAL ADMINISTRATION EXPENSE</b>	<b>5,865</b>	<b>5,967</b>	<b>5,650</b>	<b>-317</b>

	Actual Financial Performance 2011	09/15/11 Approved Budget 2012	09/20/12 Revised Budget 2012	Difference Between Approved and Revised Budget 2012
<u>OPERATIONS EXPENSE</u>				
SALARIES	5,384	5,665	5,609	-56
EMPLOYEE RETIREMENT	514	575	726	151
SOCIAL SECURITY	421	449	442	-7
EMPLOYEE HEALTH INSURANCE	2,008	2,065	2,031	-34
EMPLOYEE DENTAL & VISION CARE INSURANCE	84	87	79	-8
UNEMPLOYMENT	32	24	15	-9
DISABILITY INSURANCE	4	7	5	-2
SURVIVORS' BENEFITS	0	7	7	0
COMMUNICATIONS	128	148	137	-11
UTILITIES	114	145	133	-12
WORKERS' COMPENSATION INSURANCE	59	87	71	-16
PROFESSIONAL SERVICES	126	85	133	48
SUPPLIES AND MATERIALS	94	113	119	6
MAINTENANCE AND REPAIRS	71	102	158	56
ELECTRONIC TOLL COSTS	3,224	3,436	3,504	68
EQUIPMENT	296	327	296	-31
OTHER EXPENSES	32	57	51	-6
<b>TOTAL OPERATIONS EXPENSE</b>	<b>12,591</b>	<b>13,379</b>	<b>13,516</b>	<b>137</b>
<u>ENGINEERING AND MAINTENANCE EXPENSE</u>				
SALARIES	2,642	2,637	2,974	337
EMPLOYEE RETIREMENT	429	483	578	95
SOCIAL SECURITY	274	256	276	20
EMPLOYEE HEALTH INSURANCE	1,864	1,975	1,939	-36
EMPLOYEE DENTAL & VISION CARE INSURANCE	72	72	68	-4
UNEMPLOYMENT	0	10	6	-4
DISABILITY INSURANCE	4	5	5	0
SURVIVORS' BENEFITS	0	7	7	0
COMMUNICATIONS	6	8	9	1
UTILITIES	254	290	289	-1
WORKERS' COMPENSATION INSURANCE	160	163	192	29
PROFESSIONAL SERVICES	226	257	257	0
SUPPLIES AND MATERIALS	80	99	100	1
MAINTENANCE AND REPAIRS	464	760	585	-175
EQUIPMENT	34	25	25	0
OTHER EXPENSES	38	52	53	1
<b>TOTAL ENGINEERING AND MAINTENANCE EXPENSE</b>	<b>6,547</b>	<b>7,099</b>	<b>7,363</b>	<b>264</b>
<b>DEPRECIATION ON BUILDINGS/EQUIPMENT</b>	<b>2,416</b>	<b>2,556</b>	<b>2,710</b>	<b>154</b>
<b>TOTAL OPERATING EXPENSE</b>	<b>27,419</b>	<b>29,001</b>	<b>29,239</b>	<b>238</b>

	Actual Financial Performance 2011	09/15/11 Approved Budget 2012	09/20/12 Revised Budget 2012	Difference Between Approved and Revised Budget 2012
<b><u>NONOPERATING EXPENSE</u></b>				
PRINCIPAL ON 1997, 2002, 2011, AND 2012 BONDS	5,988	7,095	4,636	-2,459
INTEREST ON 1997, 2002, 2011, AND 2012 BONDS	3,011	897	2,348	54
CAPITAL PLAN OUTLAYS	15,304	11,401	18,316	6,915
<b>TOTAL NONOPERATING EXPENSES</b>	<b>24,303</b>	<b>19,393</b>	<b>25,300</b>	<b>4,510</b>
<b>TOTAL EXPENSES</b>	<b>51,722</b>	<b>48,394</b>	<b>54,539</b>	<b>4,748</b>
<b>DEFICIENCY OF REVENUES OVER EXPENDITURES</b>	<b>(11,222)</b>	<b>104,113</b>	<b>97,830</b>	<b>-4,886</b>

**NEW YORK STATE BRIDGE AUTHORITY**  
**Budget & Financial Plan**  
**2013 - 2016**  
**Debt Schedule - December 31st**  
**(\$000's)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Debt Outstanding (Principal)	\$116,670	\$110,280	\$103,890	\$97,300
Debt Service Payments (Principal & Interest)	9,911	11,278	11,277	11,281
2011 Bonds Debt Service as a % of total pledged revenues *	13.71%	13.73%	13.74%	13.73%
2012 Bonds Debt Service as a % of total pledged revenues *	4.85%	7.41%	7.40%	7.41%
Cumulative Debt Service as a % of total pledged revenues *	18.56%	21.14%	21.14%	21.14%

The proceeds of the Series 2012 bond sale will be used, along with surplus revenues, to fund the 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 proceeds will be used primarily to rehabilitate the deck on the south span of the Newburgh-Beacon Bridge. Proceeds will also be used to fund a debt service reserve fund and pay costs of issuance. The Authority also issued Series 2011 \$32.4 million in General Revenue Refunding Bonds for the purpose of currently refunding its Series 2002 Bonds for debt service savings. The debt service payments above are NOT reflective of any debt service savings realized through the refinancing of the Authority's Series 2002 Bonds. The Authority is authorized to issue bonds and notes in an aggregate principal amount not-to-exceed \$153.225 million.

* Pledged Revenue	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Tolls	52,700	52,700	52,700	52,700
Interest Income	300	250	250	250
Other Income	400	400	400	400
	<u>53,400</u>	<u>53,350</u>	<u>53,350</u>	<u>53,350</u>

**NEW YORK STATE BRIDGE AUTHORITY**  
**Budget & Financial Plan**  
**2013 - 2016**

SEE NEW YORK STATE BRIDGE AUTHORITY 2013 - 2017 CAPITAL IMPROVEMENT PROGRAM.



**New York State Bridge Authority  
Capital Improvement Program  
2013 - 2017  
(\$ 000,000's)**

**September 10, 2012**

FACILITY	2012	PROGRAM YEARS					FIVE YEAR TOTAL
		2013	2014	2015	2016	2017	
Rip Van Winkle Bridge	\$0.000	\$3.000	\$1.000	\$0.000	\$0.000	\$1.600	\$5.600
Kingston-Rhinecliff Bridge	\$0.000	\$1.600	\$0.000	\$0.000	\$0.000	\$0.000	\$1.600
Mid-Hudson Bridge	\$0.800	\$0.550	\$0.000	\$1.000	\$4.000	\$5.000	\$10.550
Newburgh-Beacon Bridge	\$9.000	\$42.250	\$31.500	\$29.250	\$2.000	\$0.000	\$105.000
Bear Mountain Bridge	\$0.000	\$0.000	\$0.000	\$2.000	\$0.000	\$1.000	\$3.000
Walkway over the Hudson	\$4.732	\$0.550	\$0.025	\$0.400	\$5.325	\$7.625	\$13.925
Systemwide (Engineering)	\$2.364	\$4.738	\$2.256	\$2.415	\$2.430	\$2.595	\$14.434
Systemwide (IT Dept.)	\$0.348	\$0.981	\$0.523	\$0.453	\$0.418	\$0.393	\$2.768
Systemwide (Adm. & Ops.)	\$1.072	\$1.284	\$0.182	\$4.164	\$0.324	\$1.842	\$7.796
<b>Totals..</b>	<b>\$18,316</b>	<b>\$54,953</b>	<b>\$35,486</b>	<b>\$39,682</b>	<b>\$14,497</b>	<b>\$20,055</b>	<b>\$164,673</b>



**New York State Bridge Authority  
Capital Improvement Program  
2013 - 2017  
(\$ 000,000's)**

**Engineering**

September 10, 2012  
Page 1 - RVWB

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2012	2013	2014	2015	2016			2017
R0001 2009	Facility Rehab	<b>Rip Van Winkle, Electrical Upgrade</b> Complete bridge electrical wiring removal, install new conductor cables, new load centers and transformers.	CONST			1.000				1.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	1.000	0.000	0.000	0.000	1.000	
R0002 2010	Preventive Maintenance	<b>Rip Van Winkle, Maintenance Painting</b> Power foot clean and spot painting of pier steel bents.	CONST						1.000	1.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	1.000	1.000	
R0003 2010	Facility Rehab	<b>Rip Van Winkle, Bridge Railing Replacement</b> Complete bridge railing removal and replacement. Pedestrian walkway railing and roadway railings atop parapet walls.	CONST		3.000					3.000	
			OTHER							0.000	
			TOTAL	0.000	3.000	0.000	0.000	0.000	0.000	3.000	
R0004 2012	Preventive Maintenance	<b>Rip Van Winkle, Substructure Repairs</b> Re-point masonry river piers and concrete repairs of land piers.	CONST						0.500	0.500	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.500	0.500	
R0005 2012	Facility Improvement	<b>Rip Van Winkle, Office building</b> Administration interior renovations, roof repairs, etc.	CONST						0.100	0.100	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	0.100	0.100	





New York State Bridge Authority  
 Capital Improvement Program  
 2013 - 2017  
 (\$ 000,000's)

**Engineering**

September 10, 2012  
 Page 3 - MHB

Project I.D.	Project Type	Project Title/Description	Phase	2012	Program Years					TOTAL	Remarks
					2013	2014	2015	2016	2017		
M0001 2010	Facility Rehab	BA2010-RE-107- Mid-Hudson, E. Approach Roadway Deck and joint repairs, Waterproofing asphalt overlay	CONST	0.800						0.000	Project completed Fall 2012
			OTHER							0.000	
			TOTAL	0.800	0.000	0.000	0.000	0.000	0.000		
M0002 2010	Preventive Maintenance	Mid-Hudson, Maintenance Painting Power tool clean and spot paint stiffening truss & towers	CONST					2.000		2.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	2.000	2.000		
M0003 2008	Facility Rehab	Mid-Hudson, Main Span Overlay Mill and fill main span overlay with asphalt waterproofing membrane. Replace asphaltic plug joints	CONST			1.000				1.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	1.000	0.000	0.000	1.000		
M0004	Facility Improvement	Mid-Hudson, Building Renovations Administration building roof, HVAC, windows, doors, Headquarters - HVAC replacement	CONST		0.550					0.550	2013 - Building Renovations & Asbestos Removal 2013 - Administration Roof
			OTHER							0.000	
			TOTAL	0.000	0.550	0.000	0.000	0.000	0.550		
M0005 2010	Facility Rehab	Mid-Hudson, East Approach Viaduct Spans Lead abatement of approach spans including arch truss over the Metro-North rail line.	CONST					3.000		3.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	3.000	3.000		





**New York State Bridge Authority  
Capital Improvement Program  
2013 - 2017  
(\$ 000,000's)**

**Engineering**

Project I.D.	Project Type	Project Title/Description	Phase	Program Years					TOTAL	Remarks	
				2012	2013	2014	2015	2016			2017
N0001 2007	Facility Rehab	Newburgh-Beacon, South Span Deck Replacement Replace deck, upgrade electrical system, install waterproofing overlay, pedestrian walkway steel repairs and select painting of weathering steel (2017).	CONST		26,000	28,500	27,500			82,000	2012 - Design Services 2013 - 2014; Construction & Inspection 2017 - Select Maintenance Painting \$5mil allotted to Deck project for added electrical and steel repairs.
			ENGR	1,250	1,750	1,750			5,250		
			TOTAL	1,250	27,750	30,250	29,250	0,000	0,000	87,250	
N0002 2008	Preventive Maintenance	BA2012-RE-103; NBB, North Span Painting (Phase II) Full structure coating in compliance with lead abatement regulations, including girder spans, deck trusses, thru truss, beam spans and floor system. Phase II - West Abutment to Pier 7	CONST	5,000	14,000	1,000			15,000		
			INSPECT	0,250	0,500	0,250			0,750		
			TOTAL	5,250	14,500	1,250	0,000	0,000	0,000		15,750
N0003 2009	Preventive Maintenance	Newburgh-Beacon, North Span Overlay BA2010-RE-103 Remove existing concrete overlay and install a "Rosphalt" asphaltic waterproofing membrane.	CONST	2,500					0,000	Project completed Fall 2012	
			OTHER						0,000		
			TOTAL	2,500	0,000	0,000	0,000	0,000	0,000		0,000
N0005 2000	Facility Improvement	Newburgh-Beacon, Approach Interchanges Replace I-84 structure over Rte. 9W, west approach Revised 5/16/11 - \$10 mil postponed from 2014 to 2018	CONST						0,000	1) Federation Project, \$35 mil, post 2016 for "All electronic tolling" (AET) requirements. 2) In 2000, our General Consultant indicated that this structure is nearing its useful service life due to low fatigue capacity and low clearance. Federation Project, \$10 mil, 2014 postponed 2018.	
			OTHER	0,000	0,000	0,000	0,000	0,000	0,000		0,000
			TOTAL	0,000	0,000	0,000	0,000	0,000	0,000		0,000
N0006 2011	Facility Improvement	Newburgh-Beacon, East & West Approach Paving Approach highway resurfacing I-84, maintenance jurisdiction between east approach Rte. 9D and west approach Rte. 9W, excluding bridge surface.	CONST					2,000	2,000		
			OTHER						0,000		0,000
			TOTAL	0,000	0,000	0,000	0,000	2,000	0,000		2,000





**New York State Bridge Authority  
Capital Improvement Program  
2013 - 2017  
(\$ 000,000's)**

**Engineering**

September 10, 2012  
Page 7 - WOTH

Project I.D.	Project Type	Project Title/Description	Phase	2012	Program Years					TOTAL	Remarks
					2013	2014	2015	2016	2017		
W0001 2010	Investigation	<b>BA2010-RE-105: WOTH, Bridge Inspection</b> Performed detailed inspection of the bridge structure with hands-on inspection of fracture critical members, 5 year cycle, 2010 and 2015. 2012 - Underwater inspection to be included with Authority's current 5 yr cycle, see S0002.	CONST							0.000	M&M; WOTH Bridge Inspection 105.1 ES
			OTHER	0.260	0.100	0.025	0.400	0.025	0.025	0.575	
			TOTAL	0.260	0.100	0.025	0.400	0.025	0.025	0.575	
W0003 2010	Facility Rehab	<b>Walkway-over-the-Hudson, Steel Repairs</b> Continue with removal and replacement of lateral connection plates and strengthening of sway frames.	CONST						2.600	2.600	\$2.6 Delayed to 2017, see W0009
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.000	0.000	2.600	2.600	
W0004 2010	Facility Rehab	<b>Walkway-over-the-Hudson, Navigational Lighting</b> USCG requirement for navigational lighting	CONST		0.450					0.450	
			OTHER	0.097						0.000	
			TOTAL	0.097	0.450	0.000	0.000	0.000	0.000	0.450	
W0006 2011	Preventive Maintenance	<b>WOTH, Steel Repairs and Painting</b> Begin multi-year program of steel repairs and program to include cleaning and painting the bridge.	CONST					5.000	5.000	10.000	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	5.000	5.000	5.000	10.000	
W0007 2011	Preventive Maintenance	<b>WOTH - River Pier Base Repairs</b> Reconstruct concrete pier base units. River pier re-pointing	CONST					0.300		0.300	
			OTHER							0.000	
			TOTAL	0.000	0.000	0.000	0.300	0.000	0.300	0.300	









**New York State Bridge Authority**  
**Capital Improvement Program**  
**2013 - 2017**  
**(\$ 000,000's)**

**IT - Dept.**

Project I.D.	Project Type	Project Title/Description	Program Years					TOTAL	Remarks	
			2012	2013	2014	2015	2016			2017
SI-0001	IT	BA2010-RO-006-IT.1 Systemwide - Office Equipment Purchases, Copier, Printers, plotter, ID card system	0.008	0.100	0.010	0.010	0.010	0.010	0.140	
SI-0002	IT	BA2010-RO-006-IT.1 Systemwide - PC Upgrade (System Hardware)	0.030	0.020	0.020	0.020	0.020	0.020	0.100	
SI-0003	IT	Mid-Hudson - Necklace Lights	0.050	0.005	0.005	0.005	0.005	0.005	0.025	
SI-0004	IT	Systemwide - Gasboy (Fuel Dispensing Upgrade)	0.000	0.120	0.005	0.005	0.005	0.005	0.140	
SI-0005	IT	BA2010-RO-006-IT.1 Systemwide - Card Access	0.015	0.005	0.005	0.005	0.005	0.005	0.025	
SI-0008	IT	BA2010-RO-006-IT.1 Cameras (New replacements)	0.055	0.100	0.100	0.100	0.075	0.075	0.450	
SI-0010	IT	BA2010-RO-006-IT.1 ITS Components - Multiplexer, modems, cabinet	0.010	0.010	0.010	0.010	0.010	0.010	0.050	
SI-0011	IT	BA2010-RO-006-IT.1 UPS (Un-interruptible Power System) - Batteries	0.010	0.001	0.001	0.001	0.001	0.001	0.005	
SI-0013	IT	BA2010-RO-006-IT.2 Windows File server(s) and Web Filter	0.015	0.045	0.035	0.015	0.015	0.015	0.125	
SI-0014	IT	BA2010-RO-001-ES ITS Consultant - Transdyn, Inc.	0.125	0.125	0.125	0.125	0.125	0.100	0.600	
SI-0015	IT	Data Cabling	0.020	0.020	0.020	0.020	0.020	0.020	0.100	
SI-0016	IT	BA2010-RO-006-IT.5 Toll System Enhancements - Open road tolling (ORT), All electronic tolling (AET) - Design & Programming		0.135	0.135	0.135	0.125	0.125	0.520	
SI-0022	IT	Dark Fiber Installation, 2012 - 170K							0.000	
SI-0023	IT	Firewall/Virtual Private Network (VPN)		0.050	0.050				0.100	



New York State Bridge Authority  
 Capital Improvement Program  
 2013 - 2017  
 (\$ 000,000's)

Administration & Operations

September 10, 2012  
 Page 13 - SYS

Project I.D.	Project Type	Project Title/Description	2012	Program Years				TOTAL	Remarks	
				2013	2014	2015	2016			2017
SA-0001	Admin	Equipment Purchases, Administration	Total 0.020	0.020	0.020	0.020	0.250	0.020	0.330	
SA-0002	Admin	Business Application Enhancement	Total 0.150	0.025	0.025	0.025	0.025	0.025	0.125	
SO-0001	OPS	E-Z PASS - Hardware, Mark IV change	Total	0.500					0.500	
SO-0001	OPS	E-Z PASS - Cash-less Tolling Study	Total 0.250	0.500					0.500	
SO-0002	OPS	"Night-Watch" Mid-night shift collection, ATPM	Total 0.600	0.100					0.100	
SO-0003	OPS	All Electronic Tolling (AET)	Total			4.000			4.000	
SO-0004	OPS	Toll System Upgrade	Total					1.750	1.750	
SO-0006	OPS	Mid-Hudson - Command Center, ITS Equip.	Total 0.010	0.010	0.010	0.010	0.010	0.010	0.050	
SO-0007	OPS	Lane Use Signals, Replacement	Total 0.015	0.017	0.020	0.042	0.022	0.022	0.123	
SO-0008	OPS	Plaza & Central Server Upgrades	Total		0.065				0.065	
SO-0009	OPS	Security Gates	Total 0.012	0.072	0.002	0.002	0.002	0.000	0.078	
SO-0011	OPS	UPS (Un-Interruptible Power System)	Total 0.010	0.010	0.010	0.010	0.010	0.010	0.050	
SO-0012	OPS	Suicide Call Boxes - Upgrade / Replacement	Total 0.005	0.005	0.005	0.005	0.005	0.005	0.025	
SO-0017	OPS	Phone system upgrade	Total	0.025	0.025	0.050			0.100	



**NEW YORK STATE BRIDGE AUTHORITY**

**BOARD RESOLUTION**

Resolution No.:

Resolution Date: November 15, 2012

WHEREAS, the Board has reviewed the report relative to the contract for internal auditor services; now therefore

BE IT RESOLVED the New York State Bridge Authority does hereby approve the engagement for the second year of the three one year contracts for internal auditor services to Tronconi, Segarra & Associates at a not to exceed cost of \$20,475 for the year ending December 31, 2012; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized and directed to take the necessary measures to implement this resolution.

IN WITNESS WHEREOF, this resolution has been duly adopted this 15th day of November 2012.

\_\_\_\_\_  
Joseph Ruggiero, Secretary



# NEW YORK STATE BRIDGE AUTHORITY

P.O. Box 1010, Highland, New York 12528 P: (845) 691-7245 F: (845) 691-3560

ANDREW M. CUOMO, *Governor*

JOSEPH RUGGIERO, *Executive Director*

## BOARD

FRANCIS VECELLIO  
*Chairman*

RICHARD A. GERENTINE  
*Vice Chairman*

RODERICK O. DRESSEL  
C. VANE LASHUA

ROGER P. HIGGINS  
JOSEPH RAMAGLIA

TO: Board Members  
FROM: Joseph Ruggiero, Executive Director  
DATE: November 07, 2012  
SUBJECT: Traffic Classification Comparison Report

Please find the attached Traffic Classification Comparison report for the year to date October 2012 numbers. This report shows the traffic count on each bridge, as well as the associated revenue. As you can see, year to date, New York State Bridge Authority's revenues are \$13,946,135.00 above last year's receipts.

We will continue to monitor our revenues and keep you updated. If you have any questions please do not hesitate to contact me.

RIP VAN WINKLE  
P.O. Box 286  
Catskill, NY 12414  
(518) 943-2360

KINGSTON-RHINECLIFF  
P.O. Box 1400  
Kingston, NY 12402  
(845) 336-8181

MID-HUDSON  
P.O. Box 1010  
Highland, NY 12528  
(845) 691-7221

NEWBURGH-BEACON  
P.O. Box 28  
Beacon, NY 12508  
(845) 831-3700

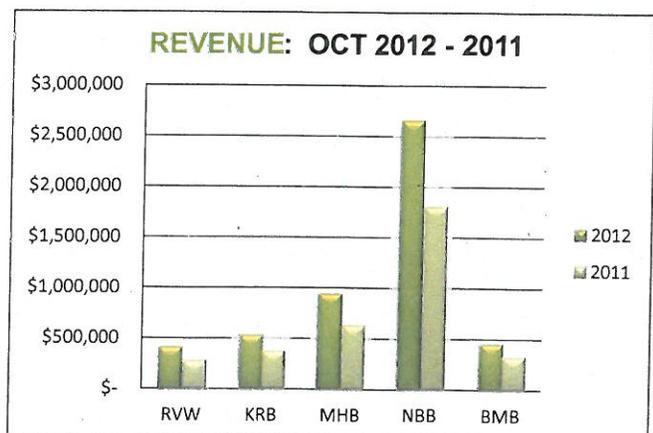
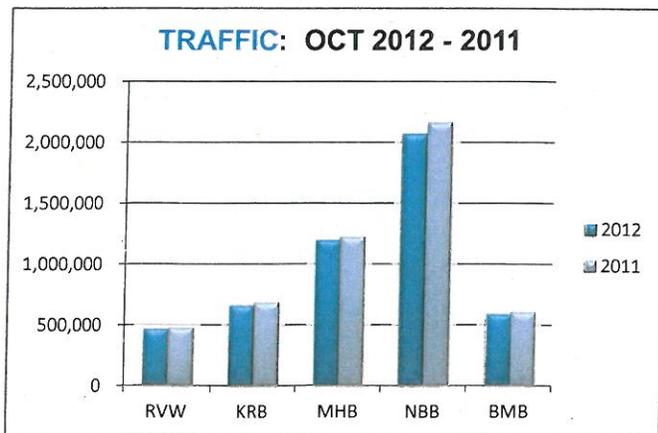
BEAR MOUNTAIN  
P.O. Box 323  
Ft. Montgomery, NY 10922  
(845) 446-4721

B R I D G E S

**NEW YORK STATE BRIDGE AUTHORITY**  
**TRAFFIC & REVENUE COMPARISON REPORT 2012 - 2011**  
**MONTH OF : OCTOBER 2012**

TRAFFIC	2012	%	2011	%	+ (-)	% CHG
RIP VAN WINKLE	464,586	9.33%	472,188	9.17%	(7,602)	-1.61%
KINGSTON-RHINECLIFF	659,570	13.25%	682,712	13.26%	(23,142)	-3.39%
MID-HUDSON	1,198,408	24.07%	1,225,866	23.81%	(27,458)	-2.24%
NEWBURGH-BEACON	2,069,408	41.57%	2,162,644	42.01%	(93,236)	-4.31%
BEAR MOUNTAIN	586,608	11.78%	604,216	11.74%	(17,608)	-2.91%
	<b>4,978,580</b>	<b>100.00%</b>	<b>5,147,626</b>	<b>100.00%</b>	<b>(169,046)</b>	<b>-3.28%</b>

REVENUE	2012	%	2011	%	+ (-)	% CHG
RIP VAN WINKLE	\$ 413,303	8.26%	\$ 280,279	8.18%	\$ 133,024	47.46%
KINGSTON-RHINECLIFF	\$ 532,237	10.64%	\$ 375,336	10.95%	\$ 156,901	41.80%
MID-HUDSON	\$ 945,432	18.89%	\$ 635,225	18.54%	\$ 310,207	48.83%
NEWBURGH-BEACON	\$ 2,658,615	53.13%	\$ 1,808,327	52.78%	\$ 850,288	47.02%
BEAR MOUNTAIN	\$ 454,368	9.08%	\$ 327,121	9.55%	\$ 127,247	38.90%
	<b>\$ 5,003,955</b>	<b>100.00%</b>	<b>\$ 3,426,288</b>	<b>100.00%</b>	<b>\$ 1,577,667</b>	<b>46.05%</b>



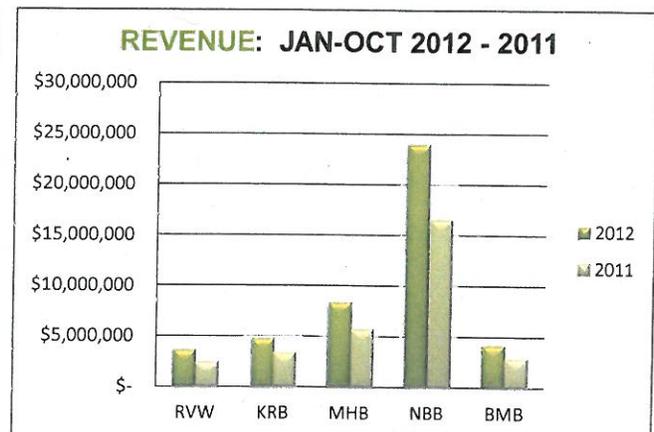
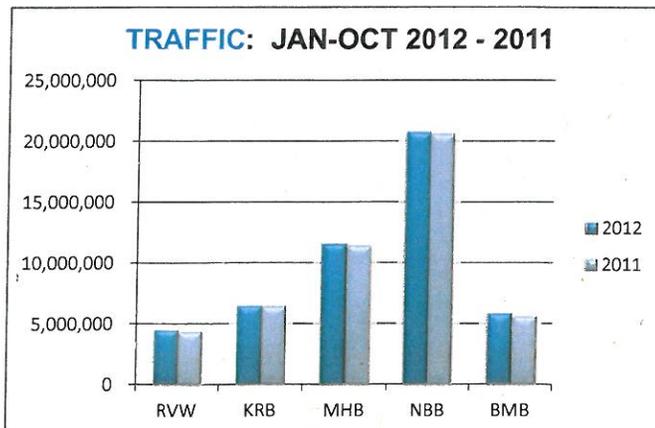
NEW YORK STATE BRIDGE AUTHORITY  
 TRAFFIC CLASSIFICATION COMPARISON  
 OCTOBER  
 2012 - 2011

BRIDGE	YEAR	COMMUTER PASSENGER VEHICLES		NON-COMMUTER PASSENGER VEHICLES		TOTAL PASSENGER VEHICLES		COMMERCIAL VEHICLES		REVENUE ADJUSTMENTS		TOTAL VEHICLES	% CHG
		COUNT	%	COUNT	%	COUNT	%	COUNT	%	\$	%		
RIP VAN WINKLE CATSKILL - HUDSON NY	COUNT	65,802	14.16%	376,796	81.10%	442,598	95.27%	21,988	4.73%			464,586	
	COUNT	63,934	13.54%	386,330	81.82%	450,264	95.36%	21,924	4.64%			472,188	
	COUNT	1,868	2.92%	(9,534)	-2.47%	(7,666)	-1.70%	64	0.29%			(7,602)	-1.61%
	REVENUE	\$ 69,970.40	16.93%	\$ 259,994.10	62.66%	\$ 328,964.50	79.59%	\$ 84,353.00	20.41%	\$ (14.46)		\$ 413,303.04	
	REVENUE	\$ 35,177.50	12.55%	\$ 194,067.00	69.24%	\$ 229,244.50	81.79%	\$ 51,048.00	18.21%	\$ (13.17)		\$ 280,279.33	
	REVENUE	\$ 34,792.90	98.91%	\$ 64,927.10	33.46%	\$ 99,720.00	43.50%	\$ 33,305.00	65.24%	\$ (1.29)		\$ 133,023.71	47.46%
KINGSTON-RHINECLIFF KINGSTON - RHINECLIFF NY	COUNT	109,878	16.66%	529,474	80.28%	639,352	96.93%	20,218	3.07%			659,570	
	COUNT	109,732	16.07%	550,952	80.70%	660,684	96.77%	22,028	3.23%			682,712	
	COUNT	146	0.13%	(21,478)	-3.90%	(21,332)	-3.23%	(1,810)	-8.22%			(23,142)	-3.39%
	REVENUE	\$ 102,234.30	19.21%	\$ 359,813.85	67.60%	\$ 462,048.15	86.81%	\$ 70,175.00	13.18%	\$ 14.29		\$ 532,237.44	
	REVENUE	\$ 52,227.50	13.91%	\$ 278,521.50	73.67%	\$ 328,749.00	87.59%	\$ 46,599.00	12.42%	\$ (12.25)		\$ 375,335.75	
	REVENUE	\$ 50,006.80	95.75%	\$ 83,292.35	30.12%	\$ 133,299.15	40.55%	\$ 23,576.00	50.59%	\$ 26.54		\$ 156,901.69	41.80%
MID-HUDSON HIGHLAND - POLICKERSE NY	COUNT	283,732	23.68%	879,590	73.40%	1,163,322	97.07%	35,086	2.93%			1,198,408	
	COUNT	292,898	23.89%	896,416	73.13%	1,189,314	97.02%	36,552	2.98%			1,225,866	
	COUNT	(9,166)	-3.13%	(16,826)	-1.88%	(25,992)	-2.19%	(1,466)	-4.01%			(27,458)	-2.24%
	REVENUE	\$ 223,890.00	23.68%	\$ 601,070.80	63.58%	\$ 824,960.80	87.26%	\$ 120,512.25	12.75%	\$ (41.15)		\$ 945,431.90	
	REVENUE	\$ 111,740.00	17.59%	\$ 449,283.50	70.73%	\$ 561,023.50	86.32%	\$ 74,294.00	11.70%	\$ (92.40)		\$ 635,225.10	
	REVENUE	\$ 112,150.00	100.37%	\$ 151,787.30	33.78%	\$ 263,937.30	47.05%	\$ 46,218.25	62.21%	\$ 51.25		\$ 310,206.80	48.83%
NEWBURGH-BEACON NEWBURGH - BEACON NY	COUNT	275,928	13.33%	1,550,778	74.94%	1,826,706	88.27%	242,702	11.73%			2,069,408	
	COUNT	273,040	12.63%	1,642,560	75.95%	1,915,600	88.58%	247,044	11.42%			2,162,644	
	COUNT	2,888	1.06%	(91,782)	-5.59%	(88,894)	-4.64%	(4,342)	-1.76%			(93,236)	-4.31%
	REVENUE	\$ 374,728.05	14.09%	\$ 1,059,527.60	39.82%	\$ 1,433,255.65	53.91%	\$ 1,225,372.25	46.09%	\$ (12.89)		\$ 2,658,615.01	
	REVENUE	\$ 183,516.00	10.15%	\$ 825,065.00	45.63%	\$ 1,008,581.00	55.77%	\$ 799,718.00	44.22%	\$ 28.37		\$ 1,808,327.37	
	REVENUE	\$ 191,212.05	104.19%	\$ 233,462.60	28.30%	\$ 424,674.65	42.11%	\$ 425,654.25	53.23%	\$ (41.26)		\$ 850,287.64	47.02%
BEAR MOUNTAIN FT. MONTGOMERY - GARRISON NY	COUNT	74,300	12.67%	501,376	85.47%	575,676	98.14%	10,932	1.86%			586,608	
	COUNT	71,900	11.90%	519,790	86.03%	591,690	97.93%	12,526	2.07%			604,216	
	COUNT	2,400	3.34%	(18,414)	-3.54%	(16,014)	-2.71%	(1,594)	-12.73%			(17,608)	-2.91%
	REVENUE	\$ 79,017.60	17.39%	\$ 334,271.60	73.57%	\$ 413,289.20	90.96%	\$ 41,049.25	9.03%	\$ 29.60		\$ 454,368.05	
	REVENUE	\$ 37,900.50	11.59%	\$ 260,095.00	79.51%	\$ 297,995.50	91.10%	\$ 29,158.50	8.91%	\$ (33.06)		\$ 327,120.94	
	REVENUE	\$ 41,117.10	108.49%	\$ 74,176.60	28.52%	\$ 115,293.70	38.69%	\$ 11,890.75	40.76%	\$ 62.66		\$ 127,247.11	38.90%
TOTALS	COUNT	809,640	16.26%	3,838,014	77.09%	4,647,654	93.35%	330,926	6.65%			4,978,580	
	COUNT	811,504	15.76%	3,996,048	77.63%	4,807,552	93.39%	340,074	6.61%			5,147,626	
	COUNT	(1,864)	-0.23%	(158,034)	-3.95%	(159,888)	-3.33%	(9,148)	-2.69%			(169,046)	-3.28%
	REVENUE	\$ 849,840.35	16.98%	\$ 2,612,677.95	52.21%	\$ 3,462,518.30	69.20%	\$ 1,541,461.75	30.80%	\$ (24.61)		\$ 5,003,965.44	
	REVENUE	\$ 420,561.50	12.27%	\$ 2,005,032.00	58.52%	\$ 2,425,593.50	70.79%	\$ 1,000,817.50	29.21%	\$ (122.51)		\$ 3,426,288.49	
	REVENUE	\$ 429,278.85	102.07%	\$ 607,645.95	30.31%	\$ 1,036,924.80	42.75%	\$ 540,644.25	54.02%	\$ 97.90		\$ 1,577,668.95	46.05%

**NEW YORK STATE BRIDGE AUTHORITY**  
**TRAFFIC & REVENUE COMPARISON REPORT 2012 - 2011**  
**10 MONTHS: JANUARY - OCTOBER 2012**

<b>TRAFFIC</b>	<b>2012</b>	<b>%</b>	<b>2011</b>	<b>%</b>	<b>+ (-)</b>	<b>% CHG</b>
RIP VAN WINKLE	4,481,998	9.13%	4,341,418	8.97%	140,580	3.24%
KINGSTON-RHINECLIFF	6,473,878	13.18%	6,441,932	13.31%	31,946	0.50%
MID-HUDSON	11,574,002	23.57%	11,436,626	23.63%	137,376	1.20%
NEWBURGH-BEACON	20,753,868	42.27%	20,629,278	42.61%	124,590	0.60%
BEAR MOUNTAIN	5,819,424	11.85%	5,559,618	11.48%	259,806	4.67%
	<b>49,103,170</b>	<b>100.00%</b>	<b>48,408,872</b>	<b>100.00%</b>	<b>694,298</b>	<b>1.43%</b>

<b>REVENUE</b>	<b>2012</b>	<b>%</b>	<b>2011</b>	<b>%</b>	<b>+ (-)</b>	<b>% CHG</b>
RIP VAN WINKLE	\$ 3,633,531	8.10%	\$ 2,459,784	7.95%	\$ 1,173,747	47.72%
KINGSTON-RHINECLIFF	\$ 4,762,337	10.61%	\$ 3,351,791	10.84%	\$ 1,410,546	42.08%
MID-HUDSON	\$ 8,373,605	18.66%	\$ 5,706,742	18.45%	\$ 2,666,863	46.73%
NEWBURGH-BEACON	\$ 23,956,006	53.39%	\$ 16,543,947	53.50%	\$ 7,412,059	44.80%
BEAR MOUNTAIN	\$ 4,143,459	9.23%	\$ 2,860,539	9.25%	\$ 1,282,920	44.85%
	<b>\$ 44,868,938</b>	<b>100.00%</b>	<b>\$ 30,922,803</b>	<b>100.00%</b>	<b>\$ 13,946,135</b>	<b>45.10%</b>



NEW YORK STATE BRIDGE AUTHORITY  
 TRAFFIC CLASSIFICATION COMPARISON  
 10 MONTHS: JANUARY - OCTOBER  
 2012 - 2011

BRIDGE	YEAR	COMMUTER PASSENGER VEHICLES			NON-COMMUTER PASSENGER VEHICLES			TOTAL PASSENGER VEHICLES			COMMERCIAL VEHICLES			REVENUE ADJUSTMENTS			TOTAL VEHICLES	% CHG
		COUNT	%	REVENUE	COUNT	%	REVENUE	COUNT	%	REVENUE	COUNT	%	REVENUE	%	+	(-)		
RIP VAN WINKLE CATSKILL - HUDSON NY	2012	630,118	14.06%	\$	3,650,306	81.44%	\$	4,280,424	95.50%	\$	201,574	4.50%	\$	4,481,998				
	2011	597,032	13.75%	\$	3,542,626	81.60%	\$	4,139,658	95.35%	\$	201,760	4.65%	\$	4,341,418				
	+ (-)	33,086	5.64%	\$	107,680	3.04%	\$	140,766	3.40%	\$	(186)	(0.09%)	\$	140,580			3.24%	
	2012	422,455.26	11.63%	\$	2,458,055.50	67.65%	\$	2,880,510.76	79.28%	\$	753,230.25	20.73%	\$	3,633,530.59				
	2011	213,994.79	8.70%	\$	1,778,590.00	72.31%	\$	1,992,584.79	81.01%	\$	467,297.50	19.00%	\$	2,459,783.65				
	+ (-)	208,460.47	97.41%	\$	679,465.50	38.20%	\$	887,925.97	44.56%	\$	285,932.75	61.19%	\$	1,173,746.94			47.72%	
KINGSTON-RHINECLIFF KINGSTON - RHINECLIFF NY	2012	1,087,094	16.79%	\$	5,198,018	80.29%	\$	6,285,112	97.08%	\$	188,766	2.92%	\$	6,473,878				
	2011	1,060,372	16.46%	\$	5,186,156	80.50%	\$	6,246,528	96.96%	\$	195,578	3.04%	\$	6,442,106				
	+ (-)	26,722	2.52%	\$	11,862	0.23%	\$	38,584	0.62%	\$	(6,812)	(3.48%)	\$	31,772			0.49%	
	2012	674,048.20	14.15%	\$	3,463,190.30	72.72%	\$	4,137,238.50	86.87%	\$	624,884.50	13.12%	\$	4,762,337.25				
	2011	351,967.65	10.50%	\$	2,601,528.00	77.62%	\$	2,953,495.65	88.12%	\$	398,416.50	11.89%	\$	3,351,791.30				
	+ (-)	322,080.55	91.51%	\$	861,662.30	33.12%	\$	1,183,742.85	40.08%	\$	226,468.00	56.84%	\$	1,410,545.95			42.06%	
MID-HUDSON HIGHLAND - FOUHKEEPSIE NY	2012	2,816,890	24.34%	\$	8,421,374	72.76%	\$	11,238,264	97.10%	\$	335,738	2.90%	\$	11,574,002				
	2011	2,810,292	24.57%	\$	8,280,378	72.40%	\$	11,090,670	96.97%	\$	346,156	3.03%	\$	11,436,826				
	+ (-)	6,598	0.23%	\$	140,996	1.70%	\$	147,594	1.33%	\$	(10,418)	(3.01%)	\$	137,176			1.20%	
	2012	1,622,987.90	19.38%	\$	5,840,551.95	67.36%	\$	7,263,539.85	86.74%	\$	1,110,409.00	13.26%	\$	8,373,605.40				
	2011	848,183.33	14.86%	\$	4,149,313.00	72.71%	\$	4,997,496.33	87.57%	\$	709,651.00	12.44%	\$	5,706,741.91				
	+ (-)	774,804.57	91.35%	\$	1,491,238.95	35.94%	\$	2,266,043.52	45.34%	\$	400,758.00	56.47%	\$	2,666,863.49			46.73%	
NEWBURGH-BEACON NEWBURGH - BEACON NY	2012	2,751,762	13.26%	\$	15,712,276	75.71%	\$	18,464,038	88.97%	\$	2,289,830	11.03%	\$	20,753,868				
	2011	2,616,210	12.68%	\$	15,679,976	76.01%	\$	18,296,186	88.69%	\$	2,333,092	11.31%	\$	20,629,278				
	+ (-)	135,552	5.18%	\$	32,300	0.21%	\$	167,852	0.92%	\$	(43,262)	(1.85%)	\$	124,590			0.60%	
	2012	2,111,823.55	8.82%	\$	10,534,838.25	43.98%	\$	12,646,661.80	52.79%	\$	11,309,010.25	47.21%	\$	23,956,005.90				
	2011	1,072,896.25	6.48%	\$	7,877,107.00	47.61%	\$	8,950,003.25	54.10%	\$	7,594,590.00	45.91%	\$	16,543,946.60				
	+ (-)	1,038,927.30	96.83%	\$	2,657,731.25	33.74%	\$	3,696,658.55	41.30%	\$	3,714,420.25	48.91%	\$	7,412,059.30			44.80%	
BEAR MOUNTAIN FT. MONTGOMERY - GARRISON NY	2012	736,488	12.66%	\$	4,975,762	85.50%	\$	5,712,250	98.16%	\$	107,174	1.84%	\$	5,819,424				
	2011	679,126	15.64%	\$	4,767,492	85.75%	\$	5,446,618	97.97%	\$	113,000	2.03%	\$	5,559,618				
	+ (-)	57,362	8.45%	\$	208,270	4.37%	\$	265,632	4.88%	\$	(5,826)	(5.16%)	\$	259,806			4.67%	
	2012	489,618.50	11.82%	\$	3,259,641.30	78.67%	\$	3,749,259.80	90.49%	\$	394,242.50	9.51%	\$	4,143,458.74				
	2011	241,941.79	5.67%	\$	2,350,702.50	82.18%	\$	2,592,644.29	90.63%	\$	268,092.50	9.37%	\$	2,860,538.98				
	+ (-)	247,676.71	102.37%	\$	908,938.80	38.67%	\$	1,156,615.51	44.61%	\$	126,150.00	47.06%	\$	1,282,919.76			44.85%	
TOTALS	2012	8,022,352	16.34%	\$	37,957,736	77.30%	\$	45,980,088	93.64%	\$	3,123,082	6.36%	\$	49,103,170				
	2011	7,763,032	16.04%	\$	37,456,628	77.37%	\$	45,219,660	93.41%	\$	3,189,586	6.59%	\$	48,409,246				
	+ (-)	259,320	3.34%	\$	501,108	1.34%	\$	760,428	1.68%	\$	(66,504)	(2.05%)	\$	693,924			1.43%	
	2012	5,320,933.41	11.86%	\$	25,356,277.30	56.51%	\$	30,677,210.71	68.37%	\$	14,191,776.50	31.63%	\$	44,868,937.88				
	2011	2,728,983.81	8.83%	\$	18,757,240.50	60.66%	\$	21,486,224.31	69.48%	\$	9,438,047.50	30.52%	\$	30,922,802.44				
	+ (-)	2,591,949.60	94.98%	\$	6,599,036.80	35.18%	\$	9,190,986.40	42.78%	\$	4,753,729.00	50.37%	\$	13,946,135.44			45.10%	