

NASSAU COUNTY BRIDGE AUTHORITY BOARD MEETING OF SEPTEMBER 30, 2026 AGENDA

1. Agenda
2. Call to Order
3. Minutes of the Meeting of 08/19/26 (Vote to Approve) Pages 2 - 43
4. Paid Vouchers – August 2026 (Vote to Ratify) Pages 44 - 45
5. Accounting & Finance
 - a. August Meeting Follow Up
 - b. Monthly Financials for August 2026 Pages 47 - 51
 - c. Credit Card Revenue Update Page 46
 - d. Chase Bank Fraud Alert Update
6. Monthly Traffic Statistics – August 2026 Pages 57 - 58
7. Departmental Overtime Listing – August 2026 Page 61
8. Managers' Report on Bridge Operations
 - a. Summer Peak Season Operations
 - b. Facility Electrical Power Management – PSEG and Nat Grid - Transformer & Generator update
9. Engineering Report
 - a. Bulkhead Design & Under Bridge Column Coating Project – Progress Report – LKB Team
 - b. Brakes & Bearing project update
 - c. Light pole replacement – Hinck Electrical
10. Committee Updates Discussion
11. Executive Session Discussion
 - a. Personnel Matters

Next Board Meeting — Wednesday October 21, 2026 at 6:30pm

MINUTES OF THE MEETING OF THE
NASSAU COUNTY BRIDGE AUTHORITY
HELD ON AUGUST 19, 2026
LAWRENCE, NEW YORK

PRESENT: VINCENT PASQUA, CHAIRMAN
MONICA McGRATH, VICE CHAIR
ARNOLD PALLESCHI, COMMISSIONER
ANTHONY LICATESI, COMMISSIONER (NOT PRESENT)
RAYMOND WEBB, EXECUTIVE DIRECTOR
DILLON RADIN, ASSISTANT MANAGER FOR ADMINISTRATION
MARC STANISIC, MAINTENANCE SUPERVISOR
ROBERT F. ESLINGER, P.E. ENGINEERING CONSULTANT
JOHN RYAN, ESQ., ATTORNEY
WING LAU, IT MANAGER

Chairman Pasqua called the meeting to order at 6:37 p.m.

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board approved the minutes of July 15, 2026.

ROLL CALL: Chairman Vincent Pasqua
Vice Chair Monica McGrath
Commissioner Arnold Palleschi

Upon a motion by Chairman Pasqua, second it by Commissioner Palleschi and unanimously carried, the Board vote to ratify the paid vouchers for July 2026 board meeting.

ROLL CALL: Chairman Vincent Pasqua
Vice Chair Monica McGrath
Commissioner Arnold Palleschi

1 **ACCOUNTING AND FINANCE BY DILLON RADIN:**

2 Just following up on the July meeting. A couple of points
3 that I looked into. The first being the pension plan
4 contributions. They are recorded as zero. That is because
5 they are recorded at yearend. So they are going to be zero
6 until the end of the year when we close the books. That's
7 where they are showed. I looked last year and I reached out
8 to Collin and they let me know that that's how they're doing
9 it. The armor carrier is double as high as it usually is and
10 that's because the April invoice was paid in June. So we
11 doubled up on that. We look forward to get those paid one
12 per month.

13 **MONTHLY FINANCIALS**

14 **CREDIT CARD REVENUE UPDATE:**

15 As you can see for the first time since February, we did have
16 a decline in credit card revenue. Not much. It was a 2.76%
17 drop. While we still are outperforming July in overall
18 revenue, we did have this drop despite having 26,000 more
19 passages in July than June. So it's hard to explain. It's
20 just the patrons that are usually using the credit card are,
21 I guess, using E-ZPass because all the other revenues are up
22 which we'll see on the next paint.

23 **Page 15 Revenues:** As you can see, take a look 26 versus 26
24 actual. We're up from last year. I also have last month's,
25 we were at 1.399 mil compared to this month's 1.559 mil. So

1 all revenues are up from last month and as you can see, GL
2 Code 41001, that is the revenue that we brought in from the
3 maturity of the CD 43,761. Then also 42,005. The insurance
4 reimbursement 10,375 is from the Askona incident. We paid
5 for that.

6 CHAIRMAN PASQUA: So that came from this
7 insurance company?

8 DILLON RADIN: Yes.

9 CHAIRMAN PASQUA: And on the, CD, have we
10 renewed?

11 DILLON RADIN: Yes.

12 CHAIRMAN PASQUA: And do we know the rate on
13 the CD?

14 DILLON RADIN: Yes. If you remember we were
15 right around 3.67 for that number. We locked in at
16 3.07.

17 CHAIRMAN PASQUA: What's the term?

18 DILLON RADIN: 12 months, a year. I have that
19 receipt if you want to look at it. The current balance
20 of that is around 8.8 mil, the current balance. We will
21 see. Very nice maturity rate in July of 2027.

22 **Page 16 Payroll:** Payroll looks good. If you notice towards
23 the bottom payroll taxes, New York State Metro taxes and the
24 ADP payroll taxes as well as ADP payroll service, that's all
25 above budget. The main reason for that is because the month

1 of July we actually had three payrolls instead of two as
2 usual.

3 VICE CHAIR McGRATH: The unemployment
4 insurance also?

5 DILLON RADIN: The unemployment insurance is
6 60054.

7 CHAIRMAN PASQUA: New York State Unemployment
8 shows a variance of.

9 DILLON RADIN: That's actually the quarterly
10 reimbursement that we owe them. So that is for the last
11 three months. Everything else looks in order there.

12 **Page 17 Operating Expenses:** Some numbers that jump out 60601
13 emergency repairs and maintenance 40,589. That's money that
14 we owed Hank for the temporary generator from back in
15 February. Finally paid that in this last batch of vouchers
16 as well as if you look down at 70,050 automobile expenses,
17 that 11,694 is without the \$8,000 with Nassau County paid us
18 on August 1. It wasn't reflected in this book or this month
19 but we just got paid for that. So that will be going against
20 that. I believe they paid us on the 29th and it didn't clear
21 until the 1st.

22 CHAIRMAN PASQUA: Question on item 60750 sign
23 and traffic control. There is a variance there. I see
24 it reduced. What do we have changed there last year?
25 Rentals?

1 DILLON RADIN: Last year. We did a lot of
2 purchasing of the signs in the previous months. We
3 were, you can say, a little bit more prepared. It set
4 us up pretty well for the summer this season.

5 VICE CHAIR McGRATH: What about the credit
6 card fees 70402?

7 DILLON RADIN: That I believe are the credit
8 card fees we paid to Elavon. I will double-check on
9 that though. It does seem a little bit high especially
10 considering last month or last year this time, was
11 4,600. I will look into that.

12 **Page 18 and 19:** Are all the same as last month.

13 **Page 20:** This is the zero date revenues. See compared to
14 last year, we're quite a bit further along than we were last
15 year. 25% increase in revenue, 1.62 mil. Every revenue
16 category is up except for cash which makes sense considering
17 the increase in credit cards.

18 **Page 21:** This all looks good. Nothing jumps off the page at
19 me. Again, payroll taxes. I believe last year, the month
20 where we hit three payroll cycles was in November. So we're
21 ahead of schedule on those. It looks good.

22 **Page 22 Operating Expenses:** Just about everything came in
23 under budget other than the automobile

24 **Page 25 Traffic Stats:** For the month of July. Let's analyze
25 traffic stats for a moment. Year over year credit cards are

1 up along with everything else except for cash. Cash is down,
2 everything else is up. It is interesting to see we're up 12%
3 from last year but the passages are down. Is has the
4 breakdown in the payment structures.

5 Page 26: Is just the chart outlining that.

6 Page 27: Is our year-to-date passages revenues. Overall we
7 are still down passengers a little bit. Not a tremendous
8 amount. Revenue is up. That's largely in part to the credit
9 cards

10 **Page 29:** Year-to-date on payroll. This is overtime for the
11 summer month July.

12 **MANAGER'S REPORT ON BRIDGE OPERATIONS BY RAYMOND WEBB:**

13 A couple of quick housekeeping items. We had the Nassau
14 County 4th squad detectives get involved in the middle of
15 July with a fraudulent check. I will let Dillon better
16 explain it. We have it. We'll put it up on the screen here.
17 GC CON was here in the summer of 2025 last July and they put
18 a bridge seal down for us and they billed. The Invoice was
19 32,000 and change. Being a big company, they didn't invoice
20 us right away. That's just a guess being that they're so
21 big. We actually asked them, hey, you never invoiced us. So
22 they sent us an invoice. We put in to pay April 17th, we
23 paid it. We wrote the check out to GC CON, College Point
24 Construction, College Point, New York. This is the check
25 1684. You see it was altered. It was cashed. I will let

1 Dillon take it from there.

2 **BY DILLON RADIN:** It was cashed on June 31st at Truist Bank
3 in College Point and on July 10th, when I reconciled the
4 account, I realized that we have never paid Wang Orient
5 Chinese Restaurant in the history probably of Nassau County
6 Bridge Authority and then I looked closer and saw that it was
7 altered to be just under the \$30,000 that it needs to be to
8 be mobile deposited. So I reached out to Chase. They got
9 the fraud department involved. Then we filed a police report
10 with Nassau County Police Department. This is still an
11 ongoing case but we took measures to prevent this in the
12 future. I reached out to Chase and we've added a security
13 feature to our check security basically which will no longer
14 allow this "pay to the order of" to be altered. For some
15 reason, the Chase rep there told us that it doesn't actually
16 matter what is written on the line in print, only the
17 numerical number and they got around that somehow. So the
18 check never got to GC COM. As far as we know, the Nassau
19 County Police Department has not made any arrests in relation
20 to that. But Chase said that they fully plan on reimbursing
21 us the \$29,000. It will not happen again. Considering we
22 added the payee name verification as Chase calls it. It was
23 quite the interesting reconciliation realizing \$30,000 went
24 to Wang Chinese Restaurant.

25 CHAIRMAN PASQUA: The check that was sent was

1 it sent in the mail?

2 DILLON RADIN: It was sent just like all our
3 other checks are sent in the mail.

4 CHAIRMAN PASQUA: So I'm assuming that the
5 postal police will be involved at some point. Can we
6 follow up with Nassau County Police on that?

7 DILLON RADIN: Sure. So our thinking is we
8 mailed it. It got to their mailbox in College Point.
9 Someone reached in, took it. Looked through, saw the
10 amount and then whoever it was.

11 CHAIRMAN PASQUA: Modified the amount.

12 DILLON RADIN: Yes. We believe that they put
13 it right below \$30,000 because that's the threshold
14 where you can mobile deposit it. We also got the Nassau
15 County Treasurer's office involved and they were not
16 happy. They actually threatened to move all their
17 accounts out of Chase if they don't get to the bottom of
18 this. Went to the top of the chain to get involved
19 here. We're working diligently with Chase to get this
20 resolved.

21 CHAIRMAN PASQUA: When do they anticipate
22 refunding our funds?

23 DILLON RADIN: I reached out today and they're
24 still involved to find who's responsible. They're
25 getting the first bank involved as well, the first bank

1 with the deposit. They said they are going to pay us as
2 soon as they know.

3 CHAIRMAN PASQUA: Whose signature is that on
4 the check?

5 RAYMOND WEBB: Lisa. She's the deputy
6 treasurer of the county.

7 **BY DILLON RADIN:** If you look where they endorsed on the
8 back, just about every word is wrong. Wang Orient Chinese
9 Restaurant. We have the financial crimes division involved.
10 Hopefully they get to the bottom of it. When I brought this
11 up to our rep Mike Galleo at Chase, he informed me that
12 basically absolutely the words 32,775. It could be zero.

13 CHAIRMAN PASQUA: I'm happy to do a wire.
14 We'll pay for a wire if we can but direct deposit, as
15 long as they give us their banking information.

16 **BY DILLON RADIN:** I will look into that. In the meantime, we
17 need verification. It will not be pay to the order of. I
18 will provide an update.

19 **BY RAYMOND WEBB:** Commissioners, as you may recall a local
20 resident Barry Ringelheim, not to be confused with Barry
21 Erholinger. The authority has a file on him dating back to
22 the mid '80s about complaints about the bridge and I remember
23 Rosemarie Evola had a file on him 3-inches thick of letters
24 of complaints complaining about names and when we went to
25 E-ZPass in December of '23, he sent an e-mail said "Great

1 job. Thank you everyone. This is the best thing that could
2 have ever happened." Never heard from him again, until last
3 week. He had problem with his E-ZPass tag and his wife, they
4 confused tags and he came in, presented himself. Andrew
5 Falco helped him. Straightened everything out. He wrote a
6 compliment on a question card to the board. Compliments are
7 hard to come by but here is one, "The Bridge Authority and
8 its operations have improved 100 percent. The board and
9 employees should be proud of the job they have done. County
10 Executive Bruce Blakeman has given the bridge a great team
11 that knows what to do and when. I have attended meetings and
12 met with the board many times. And the team there does an
13 outstanding job." Barry Ringelheim.

14 One more thing on finances, we're going to start the 2027
15 Budget planning process. I'm on vacation next week. When I
16 come back the week of the 31st, Dillon will start to draft
17 some things up. Last year's process was a little truncated,
18 I guess with Chris Cullen involved and they put it altogether
19 and we didn't get a lot of input from each department head
20 weighing in. Example, Mark in engineering and on the
21 planning but we crafted it and it worked. But we're going to
22 be a little more granular in 2027 because we have some big
23 ticket dollar items coming up. So we'll have something --
24 hopefully a draft by the September 16th board meeting.

1 **SUMMER PEEK SEASON:**

2 It's been very busy. The plaza has been busy. The mayor's
3 seen some of the overtime numbers were up. He put on some
4 extra help on the plaza for Fridays, Saturdays, and Sundays
5 from 10:00 a.m. to 6:00 p.m. just to assist and keep the
6 traffic clearing. So it's been a very, very smooth summer as
7 far as operations are concerned. Number 3 had an issue, a
8 sensor issue. It was corrected today. We needed a part. It
9 was ordered. Trudy ordered it and sent to it us. So Plane 3
10 is back, 100 percent in service. We survived the weekend
11 nonetheless. It was well done.

12 CHAIRMAN PASQUA: Haven't seen any traffic

13 backups southbound during the peek hours, no complaints?

14 **BY RAYMOND WEBB:** No horn honking, nothing. It's been a good
15 summer. We got two more weekends to go or three more, Labor
16 Day Weekend. Summer extends a little bit because of the
17 later Labor Day this year. But we are fully prepared.
18 We're continuing our watering program with the drawbridge.
19 You may have heard last weekend Long Beach Bridge, the Loop
20 Bridge, and the Meadowbrook Jones Beach Bridge, Jones Bay
21 Bridge were all stuck. Meadowbrook was stuck
22 three-and-a-half hours I believe. Last week, middle of last
23 week Mark was walking to the maintenance shop and he saw a
24 New York State DOT vehicle in the back lot and he asked the
25 driver if he needed any help, assistance. He introduced

1 himself as an engineer State DOT Region 10 Bridges and he
2 asked Mark, "What are you guys doing here that you're not
3 getting stuck?" And the water truck was there and Mark
4 explained our program. He said, "You guys have your act
5 together here." So it was a compliment from them as well,
6 DOT.

7 The thermal camera that was put in has been a great help.
8 Saturdays and Sundays Mark and I are in touch. It's 90 here,
9 it's going to 100. It's the real feel. There's a lot of --
10 there's a process behind it. The guys have been good. A lot
11 of overtime there in maintenance to get that done, it's much
12 needed.

13 **NATIONAL GRID:**

14 We had an e-mail from National Grid. I sent it in the
15 meeting notice. I'll send this over to John, the e-mail too.
16 There is a gas line under Reynolds Channel. We had a 30-year
17 property agreement to be on the property in the water. So
18 1997 an agreement was executed for a 30-year lease of our
19 property facility for a fee of \$10,000 annually. It expires
20 in October of '97. Of course LILCO is no longer LILCO.
21 People have all changed. The new real estate representative
22 reached out last week and we spoke to him briefly the other
23 day and told him we'd speak tonight. They would of course
24 like to reup for another 30 years. The fee of the 10,000
25 annual, maybe that should be readdressed with current dollars

1 which I think is about 110,000, 20 -- \$27. It's a little
2 hefty. That's it. They just want to get ahead of it. We
3 had dredging.

4 MARC STANISIC: We have a water main.

5 CHAIRMAN PASQUA: It runs across the channel.

6 MARC STANISIC: We had dredging going on out
7 there like they marked that main, that channel.

8 CHAIRMAN PASQUA: Specifically Army Corps of
9 Engineer is out here doing sonar mapping, so they
10 dredge. There's a natural gas line directly under it.

11 MARC STANISIC: Everybody's digging and
12 working there, if there was something for them to mark,
13 it would been marked. That's what I would think.

14 CHAIRMAN PASQUA: Can we have like follow up
15 with National Grid? And let's stay involved in that to
16 make sure we communicate to Army Corps of Engineers
17 whoever else. I don't know what you recommend, county,
18 state. I just want everyone to know, hey, there is a
19 gas line under here. I would.

20 COMMISSIONER PALLESCHI: I have to think that
21 everybody issued a permit for it. I can't imagine they
22 put a gas main up there without a permit.

23 CHAIRMAN PASQUA: I'm sure it's been there at
24 least 50 years I would imagine but my point is --

25 COMMISSIONER PALLESCHI: Army Corps of

1 Engineers started in 1889.

2 CHAIRMAN PASQUA: That doesn't mean they're
3 aware of it now. Let's just issue communications on
4 that please, just in case. Maybe we should also have
5 them put up signage on the shore line, gas main or gas
6 pipe present. Get a message out to Army Corps that it's
7 out there.

8 **DISASTER RECOVERY PLAN/BUSINESS CONTINUITY BY RAYMOND WEBB:**

9 We made our business continuity plan much improved from the
10 previous administration merging. It's more specific and to
11 the point. I shared it. I don't know if everybody had a
12 chance to read it. It's pretty's easy to follow. We would
13 like to adopt this plan. It covers just about everything.
14 This is as comprehensive and straightforward and not
15 ambiguous as it could possibly be with all our employees so
16 they understand what needs to be done. The experience when
17 we had the electrical issue back in March primarily, there
18 was a lot of "What do I do now?" And "who do I talk to?"
19 Now we cleared all those things up. Took away chain of
20 command issues, notification issues. Some employees felt
21 that it was encumbered on them. The sergeants they thought
22 they were to make all the heavy lift on things and that's not
23 true. Their support and management team are the ones who do
24 the reach out and do all the decision-making. It's good. It
25 takes that away from them and makes it easier to do what they

1 need to do in their role, we have ours. I'd like to put this
2 forward to adopt 2026. I'll ask for a motion to adopt this.

3 Upon a motion by Commissioner Palleschi, seconded by Chairman
4 Pasqua and unanimously carried, to adopt the revised Nassau
County Bridge Authority operations department and technology
and total operations department plan.

5 ROLL CALL: Chairman Vincent Pasqua
6 Vice Chair Monica McGrath
Commissioner Arnold Palleschi

7 **BY RAYMOND WEBB:** We had a good meeting with PSEG in the
8 field. They were here two weeks ago, August 4th. We think
9 we're moving towards a good plan. Bob, I will let you get
10 into the transformer details.

11 **ENGINEERING REPORT BY ROBERT ESLINGER:**

12 We were speaking to the representative at PSE&G. They were
13 fairly well-versed on what we needed. It was decided the
14 best route to go we need to bring a 13.2KB line overhead to
15 the area just to the south of the parking lot entrance. Into
16 you from Beach 2nd Street. They're going to install a
17 utility pole there, bring that 13.2KB line to it. It's going
18 to come down the pole and go underground into a chamber.
19 It's going to be underground about 20 feet from the pole or
20 so, that same area. That's where the transformer is going to
21 be housed. It's going to be a oil-cooled sealed transformer
22 that completely waterproof. If you ever get water in the
23 area, it's not going to affect it. Underground waterproof
24 and they have these all over Long Island. Power is then
25 going to be routed from that transformer underground under

1 the parking lot to the administration building area between
2 the generator of the building, generator house. That's where
3 they are going to put the equipment and meter. Things that
4 are necessary to actually bring it into the building. We
5 talked about the generator, it's going to be a 400-kilowatt
6 generator that is going to be placed on the other side of the
7 generator house right now but we have that platform that has
8 a stepdown transformer that's going to be removed. It's not
9 going to be there anymore after this project is complete. So
10 in its place we are going to build a new tower to put the
11 generator on top of and all the electrical lines that run
12 from the generator onto the administration building. So it's
13 a sound plan. It's a good plan. PSE&G is on board. LKB is
14 running with it at this point. I believe we sent the check
15 or the Authority sent a check to PSE&G. They sent us cost
16 for the work. The Authority has to pay for it. It's a
17 second service. I believe it was 32,000. They have that
18 check and they are ready to go. I expect you should see some
19 action.

20 CHAIRMAN PASQUA: Do we need any county
21 permits or anything like that for this or they just
22 handle it as utility?

23 **BY ROB ESLINGER:** They'll handle their own. Bring it onto
24 your property since it's your property. They'll dig up the
25 parking lot. That's something to be worked out in staging.

1 Have them do maybe half at a time or a third of the time.

2 Going to in out. Then repave the parking lot. We mentioned
3 we don't want to own a transformer, although you will own the
4 transformer, they said as part of the agreement they're
5 signing with you guys that they take care of it. Being that
6 it's a sealed unit and waterproof, I don't think you're ever
7 going to have a problem with it. But it's good to know if
8 you do, they're around.

9 **BY RAYMOND WEBB:** Hank is ready to go. They sent their
10 engineer to scope it out to do what they need to do.

11 Probably after Labor Day it will take off.

12 Speaking of electric, we engaged with Hank to replace the
13 missing light bulb and four others that are rotted. The spec
14 has been processed. Hank is on board. That will be
15 happening. They assessed everything.

16 Mark and Denito and Danny went out with Town of Hempstead
17 support on a boat. To repair --

18 MARC STANISIC: I'm in touch with Timmy. He
19 has his foreman call me and we set up a date and we
20 meet.

21 CHAIRMAN PASQUA: He's deputy commissioner in
22 the conservation dept.

23 MARC STANISIC: They come and pick us up on
24 the rescue there. We go out with them and we knock out
25 anything we can find. We cut some rods that were

1 sticking out of 10-pipe off of a pile on the northeast.
2 It was completely sticking out. We put some nuts and
3 washers. We took about five dozen with us and found
4 anything that was missing. We put them on and tightened
5 it up. We did the best we could.

6 ROB ESLINGER: There's something I forgot to
7 mention about the generator. They're putting together a
8 letter with gas supply needed. That should go in.

9 CHAIRMAN PASQUA: Automatic transfer, switch,
10 it powers out natural gas and all that is part of it.

11 BY RAYMOND WEBB: Cushman, you'll see a golf cart, Cushman.
12 It's a small utility vehicle that was in poor condition but
13 Mark's team, they rebuilt it. That's where it started.

14 MARC STANISIC: That Cushman is actually built
15 in England and any parts or anything you want for it are
16 hard to come by. We worked with Malvese in Hicksville.
17 Malvese was able to get us rims, wheels, tires for it.
18 It's not something you just find. They are very hard to
19 come by. Not very expensive. We did everything
20 inhouse. We got paint from Sherwin Williams, car paint.
21 The guys all cleaned, detailed the seats and everything.
22 Brand new oil change. Any kind of mechanical work they
23 can do. Lance, Nick doing filters on everything. They
24 tried to make it look like one of our pickup trucks.

25 BY RAYMOND WEBB: And the trailer too. It was refurbished as

1 well. A little rust and repainted it. That's out in the lot
2 tonight too as well.

3 MARC STANISIC: Also the south side fence that
4 was put up around the irrigation pump and the breakers
5 for the irrigation system.

6 BY RAYMOND WEBB: We'll plant arborvitaes or evergreens
7 around it in late September, blend it in.

8 (Rob Pupa joined the meeting at 7:36 p.m.)

9 BY CHAIRMAN PASQUA: Thank you for joining us today. Before
10 we get started I know I had sent some photos. These are the
11 photos I had taken when I was out on my boat a few weeks ago,
12 now paying attention to bulkheading materials, permanent
13 bulkhead versus private tiering-type of bulkhead. I just
14 want to share the report so you have an idea. I know the
15 commissioner here is very familiar but maybe for others who
16 don't understand or haven't seen bulkhead materials and Rob
17 will get into this. There's wood, there's steel, there's
18 composite, there's plastics and vinyl. The top left is over
19 by the old Bridgeview where they're building that brand new
20 condo complex or apartment complex, the rentals there. That
21 I believe is composite.

22 BY MR. PUPA: No, that is vinyl, an aluminum beam. This is
23 kind of the project that I'm proposing to you guys. I have
24 it in the CMI e-mail, that drop down whaler that's kind of
25 across in the middle right above the water. That's an

1 aluminum beam that they make and pull down.

2 **BY CHAIRMAN PASQUA:** Below that in the green is the steel
3 bulkheading that the City of Long Beach with the Army Corps
4 of Engineers installed over by the water sewage processing
5 plant that they drilled down into some of the rock over by
6 the Long Beach Bridge between the Long Island Rail Road train
7 bridge and then east of the double Long Beach Bridge all the
8 way up to almost where the old hospital was. That's steel.
9 I believe, Rob, it's coated with some --

10 **BY MR. PUPA:** Yeah, yeah. Coated with green paint comes off.
11 Yeah, just from abrasion, you know, if you go below the water
12 surface, it's already -- it's only been maybe a couple of
13 months from migrating the sheets in, friction and everything
14 like that. There's a lock, you know, it heated and peeled
15 right off.

16 **BY CHAIRMAN PASQUA:** Top middle and bottom middle. Top
17 middle is the prior complex that was built in the same area
18 as Bridgeview over by where the old Paddy McGee's Restaurant,
19 same owner. I think that's vinyl, Rob?

20 **BY MR. PUPA:** Yeah, vinyl 80s style.

21 **BY CHAIRMAN PASQUA:** Below that -- kind of zoomed out view of
22 the building up against that material over in Long Beach
23 where they're building that 130 apartment complex over there.
24 Then top left is a little bit of a different view of the
25 steel. That had a boom around it because I think they're

1 still doing some sort of installation you can kind of see
2 below the waterline there, low tide. It's already kind of --
3 I don't know if the paint is thrown over or discolored,
4 whatever that is. Then bottom right is also that other
5 material in the same construction area but you can see some
6 of the older pilings in front. Then I believe is that
7 whaler, lateral beam?

8 **BY MR. PUPA:** Yea, it's lateral, right, a whaler they call
9 it.

10 **BY CHAIRMAN PASQUA:** I just want to show the different
11 materials around the area what's being used on both the north
12 and south side of Reynolds Channel and the different usages,
13 one against the government facility and the other in a large
14 residential building type of facility. So I think that was
15 it for the photos. I don't know if there were any others.
16 This one on the top left, what you can see there the higher
17 bulkhead in the middle there by the street, that was put in
18 by the City of Long Beach post Sandy. I don't know if
19 that --

20 **BY MR. PUPA:** I did that. It's a vinyl with Navy-style
21 scale. Same system that you have here just done in the vinyl
22 and CCA poles, green. What you guys have here.

23 **BY CHAIRMAN PASQUA:** Middle two photos are the steel bulkhead
24 that is on the east side of the Long Beach bridges. It runs
25 up toward the old hospital. Top right I think that's a photo

1 of steel bulkhead.

2 **BY MR. PUPA:** Yeah, it is. That's actually younger than that
3 image on the other corner, top corner.

4 **BY CHAIRMAN PASQUA:** You can see rust on that there. And the
5 bottom right is another street level from Long Beach
6 bulkhead. Again, what is that vinyl also?

7 **BY MR. PUPA:** Bottom, yeah.

8 **BY CHAIRMAN PASQUA:** Also vinyl. Just a different look in
9 how they age and how they're done. So I just wanted to share
10 those. With the items you shared, to start.

11 **BY MR. PUPA:** I sent you an image. I don't know if you got
12 that one. That was most recently, that's actually today a
13 few houses down. I'm working on the home to the right of
14 that image. I did that bulkhead. That's by composite
15 sheeting from the right side and a TimberGuard whaler, the
16 poles are wrapped. In a plastic and heat trick so the marine
17 life can't actually get into the lumber. So that was done in
18 2012, I did that. Then on the west side of that property,
19 that's another homeowner. That was done five years earlier.
20 Obviously it's a thinner steel but you can see it's already
21 going. That was treated with, you know, painted like as you
22 saw in the image, eventually the salt, you know, finds the
23 chemical reaction that steel has, it bubbles the paint. It
24 really just makes it look nice. Obviously you can't install
25 real roar steel. It just rusts as soon as it hits the air

1 out of the mill, so they do paint it. In a year or so it
2 does just do that. You can get the perfect image of the
3 aging between two side by side. The image on the right is a
4 Navy-style that composite is pretty thin. So I had to do it
5 in Navy-style where I had to put poles and whalers and brace
6 it all properly so it doesn't -- it has, you know, the
7 framing structurally keep it, you know, level and from
8 bulging or anything like that. You could see just from the
9 lines how perfectly straight everything is. It's not
10 bulging. It's just like strength of steel. I just kind of
11 went overkill.

12 **BY ROB ESLINGER:** Composite, are you talking about FRP?

13 **BY MR. PUPA:** Yeah, FRP. It's almost that carbon fiber,
14 yeah. That's the same material. See my e-mails sent that
15 product is a few of them. Obviously they're a lot heavier
16 for commercial and also just doing single-drop down whaler.
17 You guys would save a lot of money not doing that framing
18 again. From putting poles and whalers and doing that whole
19 framing aspect in the front which you guys don't need.

20 **BY ROB ESLINGER:** Do you know what it was they used on the
21 steel?

22 **BY MR. PUPA:** No, I don't. That was done by a commercial
23 outfit that came in from the city. He hired like the biggest
24 and best to come in and do it. It was before I -- I just got
25 in business, right, a year before Sandy.

1 **BY ROB ESLINGER:** They do make very good steel.

2 **BY MR. PUPA:** Yeah, they do. It's also called tar epoxy.
3 Coal tar you still have to apply it every so often. My first
4 barge was coal tar epoxy. Every year green steel you still
5 had to, you know, pull the barge and maintenance it and all
6 that stuff from, you know, rubbing things on the deck or ice
7 and stuff. I don't know coal tar -- I don't know if they
8 would allow that as a sheeting because that's why we're not
9 allowed to use Creo anymore. That's a tar. Like Creo they
10 outlawed as a product we can use. It lasts forever, a lot
11 longer than green. But they don't allow us to use it. I
12 think because it was burning people's skin. Like when we rip
13 down an old Creo bulkhead, you'd have to cover yourself with
14 Vaseline so it doesn't get into your pores.

15 **BY CHAIRMAN PASQUA:** Do you want to start with CMI? Who is
16 CMI?

17 **BY MR. PUPA:** CMI is the manufacturer, the leading
18 manufacturer mostly used just because they're most -- most
19 people in the country that -- it's made in the USA. They've
20 been doing it -- like one of the first people to do a UV
21 protection on the vinyl so it doesn't like get brittled like
22 a milk crate or bucket and just shatters. Obviously these
23 are plastics. The vinyl that's used in the sheeting is
24 plastic. But they went like one step ahead and they did a UV
25 protection on it. So the sheet can be in the sun constantly

1 so it doesn't get that like brittle structure to it anymore.
2 It's been an incredible product. They give a warrantee on
3 it. So there is a lot.

4 **BY CHAIRMAN PASQUA:** You mentioned the warranty, can you
5 tell --

6 **BY MR. PUPA:** They'll show you on -- I'm pretty sure they
7 have it on there. That right there is the image. It's
8 highlighted there. That is -- you see on the left side
9 exposure of the wall. Anything there -- they're great for
10 anything that is -- anything from 20 below of exposure. From
11 beach -- bottom of bay bottom to the very top of the wall.
12 So that's where they're specialized in. Then you go over 20
13 exposure, you have to use steel. This doesn't have the
14 structural ability that they allow to go not supported.
15 That's why you see like Long Beach. Long Beach has no
16 whaler. No support in the front. It's completely
17 plain-faced and steel. So that is what you guys would be
18 rated for this ground and also the height. I think I didn't
19 pick anything on this bulkhead that was over 12-foot
20 exposure. So that would be right there. In that one spot
21 where the fire house is over there. You can go up into UC-75
22 or it can go into UC-95. I think this allowed -- this is
23 just drop down whaler. One single continuous whaler not with
24 the framing. Like Navy-style like what you have, pilings and
25 three whalers.

1 **BY ROB ESLINGER:** Is this FRP?

2 **BY MR. PUPA:** FRP, I think it is. I can't really see. It
3 should have -- does it say on the other side? Inside the
4 little box there on the right on the top. I had two. One
5 for the vinyl and one for the composite. No, this is
6 plastic. So vinyl they're giving a 50-year warrantee. Steel
7 there is no warranty. They just give a warrantee from when
8 it leaves the factory until you get it in your hands. The
9 composite, the black FRP I think you get 25. I don't know
10 why they have a difference. I haven't asked them. I don't
11 know if it's because it's a newer product. So maybe they
12 don't give that warrantee because it doesn't have that much
13 on steel. So vinyl is obviously a lot cheaper. You guys can
14 save a lot of money with the vinyl. They have the warrantee.
15 They have the product to do what you guys are looking to do.
16 This is showing -- this is what it would look like with the
17 aluminum drop-down whaler.

18 **BY CHAIRMAN PASQUA:** That whaler would be wrapped in the same
19 material?

20 **BY MR. PUPA:** They have two styles, the other e-mails I sent
21 you -- there's two ways. You can do TimberGuard which is in
22 the image I showed you with the steel and the two neighbors.
23 You can do 10 by 10 with whaler pressure treated wrapped in
24 the plastic or you can do it in the aluminum like what they
25 did, the bridge. The thing about that I notice with a lot of

1 boat lifts I've done over by the train trestle bridge. I
2 don't know if they have a lot of electric in the ground. I
3 did two boat lifts and a jet ski aluminum beams that the boat
4 runs on track, they're gone. So I don't know if the bridge
5 is leeching electricity into the water and aluminum at the
6 very surface, if it's touching any surface, it just eats
7 right through it. So I don't know if this bridge has got it.

8 **BY CHAIRMAN PASQUA:** Like electrolysis?

9 **BY MR. PUPA:** Yeah, it's like electrolysis. I don't know if
10 you notice on your boat in the area you'll see zinc go really
11 fast in a boat if there is electric in the water. So if you
12 have a lot of bridges and stuff like that really, really
13 fast. I don't know -- it's interesting to see how Bridgeview
14 does with that aluminum whaler. It's just above the tide
15 surface, like high tide but it does get touched. Now do you
16 just go with the short guard plastic wrap whaler which is
17 just as strong without -- I think stronger because you can go
18 from 8 by 8 in diameter, 8 inches by 8 inches. FRP,
19 TimberGuard. So they wrap it all in plastic. That's another
20 option. I like that option more than the aluminum.

21 **BY CHAIRMAN PASQUA:** I mean, I know there's so much
22 electricity in the water here. The marina actually ask the
23 residents not to swim in the water with the boats because
24 it's too dangerous with the electrical current that you can
25 actually have like muscle spasms.

1 **BY MR. PUPA:** Yeah, you get it in the City. I know some
2 people that do marathons and swim. They can actually feel
3 it.

4 **BY COMMISSIONER PALLESCHI:** At our facility in Freeport, we
5 had a tire rod that turned into a pencil. I don't know what
6 I did with wit. I actually had it mounted. It had this nice
7 big couple of inches of tire rod and just came down to
8 nothing. Freeport Electric is running wire right across
9 Freeport River. So you have electrolysis like nobody's
10 business.

11 **BY MR. PUPA:** Right. So you get that a lot near bridges,
12 anywhere where there is commercial structure going on. I
13 eman, you can always design -- whoever engineered this
14 bulkhead, they did really good. They took the tire rods and
15 they put them very high. They put them at the highest --
16 that's like -- they actually -- it'd be a shame to rip this
17 whole thing out because the most important part of the wall
18 is having that tie back. They are perfect. They're like
19 almost the day they put them in.
20 So these requirements these engineers are using, they're
21 almost -- they're raising the ground samples off of -- there
22 was no wall. So like they are going off of -- like there was
23 no wall there and this is what they require. They don't go
24 off of existing. So you can almost go off of what is
25 existing like a person say you or anybody that has done it,

1 like the engineer who was involved previous and says look,
2 you guys are saying I have to have 30-foot of sheeting in the
3 ground below the surface and the old bulkhead that's here is
4 only 20 feet in. You have never had any movement. So again,
5 I don't know how an engineer looks at it and they're really
6 protecting themselves by going over and over, extreme. I
7 don't know -- does anybody know what the sheeting length is
8 here? Is there any of that left?

9 **BY ROB ESLINGER:** I think the sheeting was thicker than --

10 **BY MR. PUPA:** Yeah, I know 4 inches. I put it down back here
11 in Lawrence pretty much the same thing and it was.

12 **BY ROB ESLINGER:** I believe the sheeting there was say 26.

13 **BY MR. PUPA:** I pulled out 25-foot sheets in Lawrence. I
14 don't know if they cut off a foot or two. That's my work
15 stage is actually made out of that I pulled out over there
16 below ground. It was perfectly preserved. I don't know if
17 it was the same people who built this bulkhead here on the
18 bridge and those homes in the back but they are all pretty
19 much replaced now, the back of those homes.

20 **BY ROB ESLINGER:** What company is this?

21 **BY MR. PUPA:** CMI.

22 **BY ROB ESLINGER:** Do they do the design?

23 **BY MR. PUPA:** Yeah, they do everything.

24 **BY ROB ESLINGER:** They seal and stamp drawings?

25 **BY MR. PUPA:** Yeah, yeah, yup. They have a whole team.

1 They're massive. They're definitely probably the largest
2 sheet piling manufacturer in the country.

3 **BY ROB ESLINGER:** Because I'm not the guy you have to
4 convince. The designer LKB is the one who will be signing
5 and sealing these drawings, taking responsibility for it. So
6 they're going to do what they're comfortable with some of
7 these manufacturers.

8 **BY MR. PUPA:** Yeah, so they have a whole engineering team.
9 That's a whole other system, group of them. But they do get
10 municipality work like this and the City everywhere, Texas.
11 They will draw up -- they'll do their own pouring samples and
12 do their whole thing and their own, you know, design. I'm
13 pretty sure they would work with whoever you guys use.

14 **BY ROB ESLINGER:** These companies push their materials. I've
15 had some bad experiences on bridges. Even open grid decks
16 that are manufactured by open grid grating-type companies
17 push their product and they'll say yes, it's engineered.
18 Here it is. We're telling you it's okay for this situation.
19 It's bad. They get sued.

20 **BY COMMISSIONER PALLESCHI:** So you do all kinds; you do steel
21 and everything?

22 **BY MR. PUPA:** I do steel but I don't like steel because it's
23 just rotting away. It's almost like -- I build floats, you
24 know, floating docks and like if someone asks me to build a
25 floating dock with foam, like a plastic drum, it's like

1 you're going back into the stone age. Like why use a product
2 that you know has been failing for so many years. The only
3 reason why I would use steel is like if you're working in
4 Long Beach where there's rock and you have to drive through,
5 you know, hard structure or something, there is no way to get
6 through it. You can't pump it. You can't just -- literally
7 cut through bedrock or concrete or whatever it is. But here
8 it's clean. It's beautiful nice sand and what's in there is
9 wood. You look at that wall and walk around the whole entire
10 project, the whole property, everything is perfectly
11 straight.

12 **BY COMMISSIONER PALLESCHI:** The sheeting has started to rot
13 out.

14 **BY MR. PUPA:** Yeah. It actually kills me because I put like
15 all my time and like effort into work like that, you can see
16 whoever did this project really -- they really tried and like
17 now you're ripping out this guy's hard work that he like
18 killed himself to do and now it's like you just throw it out.
19 I hate to do it. Even with like those dead ends in Long
20 Beach, they made me use green poles and do a Navy-style
21 bulkhead. I really took my time on a lot of them. And then
22 I'm thinking about it, I'm like this is going to be replaced
23 in a few years, the marine life here.
24 When I was at that house today, literally the year I put it
25 in, Sandy, the poles are already gone. He wanted to disable

1 the bulkhead and TimberGuard composite sheeting. Here I just
2 did it with CCA pilings. I'm back now since Sandy replacing
3 the pilings.

4 **BY COMMISSIONER PALLESCHI:** Do you use other companies other
5 than --

6 **BY MR. PUPA:** Yeah, I do. There's another company Decks &
7 Docks who just come in the game. They are a big hedge fund.
8 They are buying out like manufacturers like this. And they
9 are just absorbing them. Now they're becoming like a Home
10 Depot. They're not just selling lumbar, they're buying a
11 shingle company. They're buying everything else. I don't
12 really like to use them. They have a salesman that's trying
13 to get me to flip really bad. This company CMI goes with
14 Port Lumbar and they're a mom and pop. They've been trying
15 to flip me to buy from Decks & Docks. It's kind of
16 interesting to see how all this stuff works. How these big
17 conglomerates just take over.

18 But CMI has been great. I can't really say. I have nothing
19 connected to them in that sense. Even in the wintertime like
20 everything plastic, vinyl gets very brittle. I can hit the
21 vinyl sheets. I can watch the sheet bubble and go right back
22 to form and not shatter. Other brands I tried just crack and
23 slides down in really cold weather. Out east in the bay, the
24 bay freezes over pretty good. If a big chunk of ice slowly
25 comes into it, it will crack. You see they're replacing

1 sheeting constantly out there. But CMI has been pretty good.
2 I haven't seen anything. They haven't changed the formula I
3 don't think. It all looks the same.

4 **BY ROB ESLINGER:** Like I said, if our engineers are not
5 comfortable with what they see, they're not going to sign
6 off. If these guys are willing to sign off on the plans and
7 take responsibility for it -- I mean, we have LKB doing other
8 aspects of the project, they're putting in a boat dock and
9 whatnot. We're going to have to have a division of who takes
10 responsibility for this, who takes responsibility for
11 everything else. And I can tell you right now, LKB is going
12 to really push back on this.

13 **BY MR. PUPA:** I don't know if you're familiar Davison's
14 Boatyard. That's what happened over there. Everybody's
15 pointing fingers at each other. Had to go back. I saw it
16 coming because they came in really quick and they were like
17 -- the engineer firm I guess had him do some other stuff that
18 was totally unnecessary like drilling holes through the
19 bottom pile of whalers. The chance of marine life getting in
20 there -- you're exposing it. Then they saw them shooting the
21 tire rod -- like doing the dead man system. They weren't
22 going far enough back. That area is very mucky. They were
23 going short. Then a year later, I saw a huge blow out.

24 **BY COMMISSIONER PALLESCHI:** Do they sign all your plans you
25 submit?

1 **BY MR. PUPA:** Homeowner not so much but yeah, they signed off
2 on the dead ends in Long Beach.

3 **BY COMMISSIONER PALLESCHI:** Does the town require you to have
4 certification? The Town of Hempstead, your permits?

5 **BY MR. PUPA:** Yeah. Actually, the Town gives me a plan and,
6 you know, a whaler you're not supposed to go over 10-foot
7 exposure. But you know what's the craziest thing, there's
8 nobody checking. I've gotten phone calls from bulkheads that
9 failed and the homeowner calls me and like I don't know, the
10 bulkhead's leaning. I go there and like Why don't you call
11 the guy who did it? They are like He is not answering the
12 phone. Then I go there and like I don't want to really get
13 involved in someone else's project but they're paying me to
14 do it. So I dig it all up and I find the guy didn't put a
15 nut on the dead man in the back. He just like installed
16 everything and filled it in and got out of there.

17 **BY ROB ESLINGER:** The Authority pays for the engineer --

18 **BY MR. PUPA:** Yeah, to watch all this stuff.

19 **BY ROB ESLINGER:** Watch. We want to make sure the plans are
20 in accordance with all specifications, everything that we
21 signed off on is signed off with a responsible person.

22 **BY MR. PUPA:** Not to point a finger, I'm pretty sure I've
23 seen all these guys. I worked with them all. A guy is
24 sitting in the car smoking a cigar, he's supposed to be
25 watching it. It's kind of like a joke. A lot of horror

1 stories. Again, I understand you need a company to be able
2 to point a finger at.

3 **BY CHAIRMAN PASQUA:** A question for you on the swelling
4 analysis, I believe we spoke about this, something about the
5 soil being soft and you needed steel but that's not what
6 their analysis is.

7 **BY MR. PUPA:** No. And again, the analysis is pure and simple
8 when you look out the window, you know, like why is that wall
9 standing up perfectly straight with 26-foot sheets.

10 **BY ROB ESLINGER:** It's not so much the length of the sheet,
11 it's more the load on the sheet.

12 **BY MR. PUPA:** The topside, yes.

13 **BY ROB ESLINGER:** I can't speak for LKB. There are guys
14 designing it. They're responsible for it. They were saying
15 the flexion on the sheets would be too great because of the
16 quality soil being so poor. That's all filled.

17 **BY MR. PUPA:** Yeah, was it brought in from -- was it dredged?

18 **BY ROB ESLINGER:** It's not sand.

19 **BY MR. PUPA:** If you look where it's washed out, you have a
20 perfect example right there, there are holes 25 feet back and
21 it's all sand, you know. I don't know. That goes all the
22 way down to the lowest point.

23 **BY CHAIRMAN PASQUA:** Those images I shared, that's all sand
24 there and when they built the foundation, because I know the
25 owner of the property, they used a conical pile to drill into

1 the sand which basically stick as you drill them in -- it's
2 kind of like what they did in Venice almost 2000 years ago,
3 built all the piles in and built on top of that. They used
4 vinyl. They have a huge building basically up against that
5 property and they used vinyl there all in sand. We're never
6 building on this property.

7 **BY ROB ESLINGER:** Again, we have an engineer that we hire.
8 Those guys have to be comfortable.

9 **BY CHAIRMAN PASQUA:** Let's show them what we have and let's
10 see what they say.

11 **BY ROB ESLINGER:** Sit them down and show them what you're
12 talking about. Have them go back and look at it and then let
13 us know where it is. I'll tell you right now, I'm not
14 comfortable.

15 **BY MR. PUPA:** What if you constructed with TimberGuard
16 pilings and did basically the same construction as what's
17 there but obviously everything wrapped, the composite
18 sheeting, the wrapped whalers and poles and whatever stuff
19 because now you're supporting it before you go?

20 **BY COMMISSIONER PALLESCHI:** I always found sheeting you had a
21 problem. The whalers being that it's so big, I don't recall
22 having too many problems with whalers.

23 **BY ROB ESLINGER:** The problem here is sheeting, nothing else.

24 **BY MR. PUPA:** I know, it's such a shame. It's almost like
25 you can leave all that framing if you can extract every sheet

1 and then reinstall. That's the whole thing, you're saving a
2 fortune on that. Saving on doing that Navy-style again.
3 Right now, I'm going to be starting a project here a few
4 houses down with 14 feet exposure. You know, I'm kind of
5 trying to go towards that route because just everything --
6 it's a shame putting all this hard work, like putting my
7 effort into stuff like, you know, thinking it's going to be
8 gone in 20 years is sad.

9 **BY ROB ESLINGER:** The only problem with rehabilitation is
10 suppose you come in here and take out the sheeting sometimes
11 you still have the bulkhead. There's a lot of work involved
12 in doing that but at the end of the day, you're still left
13 with 40-year-old piles. You really want to have something,
14 you don't want that. You want everything new, day one this
15 is new.

16 **BY CHAIRMAN PASQUA:** I want to do everything new but I don't
17 want steel.

18 **BY MR. PUPA:** You'll see in a year that green will be -- if
19 you wait, those pictures you took at high tide, I guarantee
20 you go there now at low tide you'll see where the lock is,
21 where each sheet meets, there's so much friction when you're
22 vibrating that sheet down, the paint just literally melts
23 right off. It just burns right off. You need to see -- it's
24 clean. There's nothing on it.

25 **BY CHAIRMAN PASQUA:** I can see by the bulkhead on the street

1 by my dock where the steel meets the composite, the rust --
2 the steel is literally flaking away and they have a serious
3 problem.

4 **BY MR. PUPA:** All of Long Beach, Long Beach Elementary School
5 right before the rec center which is, you know where the
6 launch ramp is, where you put your boat in. I don't know if
7 you're familiar. They just came in -- top builder from Glen
8 Cove. They literally built their arch right after I built
9 mine. They won that bidding. All they did was they came in,
10 built all new equipment. They never did dock building ever.
11 They powerwashed bulkhead, the steel and then just painted
12 over it. Did the whole entire thing. Then sold the company
13 and sold the barge and everything and disappeared and right
14 now it all peeled off. They made it worse. They took off
15 the scales and everything like that. I understand the whole
16 thing you're saying that you need someone to be responsible.
17 I just -- it's, you know, again, it's like going back into
18 the stone ages. It's so much a better product. I get the
19 structural part. Everyone wants to have their confidence in
20 knowing they're not getting blamed for something. They
21 rather it I guess rot out. Be like look, this rot out.

22 **BY COMMISSIONER PALLESCHI:** I think the problem is there's a
23 science behind it. That's what they're basing it on. You
24 see the science and you see the materials. That's why this
25 would be good to show them.

1 **BY MR. PUPA:** Yeah. It's actually interesting because maybe
2 they don't give steel -- they don't give a warrantee because
3 if there is a failure, they can say well, it's steel, it's a
4 natural thing that rusts out. So I don't know. Maybe that's
5 something that they don't, you know -- I mean, obviously
6 steel -- nothing beats steel but, you know.

7 **BY CHAIRMAN PASQUA:** Why don't we set up a follow-up meeting
8 with LKB and share the documents that Rob presented to us
9 here today and we will see what their professional opinion
10 is.

11 **BY MR. PUPA:** Yeah. You can get any length. They'll make it
12 up to like 50 feet. Even the other manufactures they'll make
13 any length. I just like them because they have real people
14 that I can go to if I have questions and they back their
15 product. I think they are based out of Georgia. One of the
16 offices is in Georgia. I'm pretty sure. I have to look it
17 up.

18 **BY ROB ESLINGER:** We have no height clearance, solve that
19 issue, weld sheets.

20 **BY MR. PUPA:** Yeah. Now you're welding and paint over that
21 weld.

22 **BY ROB ESLINGER:** Nice thick coal tar epoxy, the seam tongue
23 and groove, you just punch it out.

24 **BY MR. PUPA:** I always have these great ideas, like watching
25 me do this, who's going to be -- it's like Long Beach. The

1 things that go on over there.

2 **BY ROB ESLINGER:** No. It will be watched.

3 **BY MR. PUPA:** Yeah, that's the thing, you have to make sure
4 people are there really keeping an eye on things like that,
5 you know. Long Beach they just -- the company, Posillico,
6 they just came in and whacked everything right in. It looked
7 great. They did an amazing job but there wasn't really
8 anybody -- I guess they had the safety crews there but go
9 back and see what they did. Like they abandoned their boom,
10 they pulled out and left this thing like wiggling out in the
11 middle of the channel. A few things. My friends in the
12 Marine Bureau had one of the bridges with leaking oil left
13 for a while. I guess this is something that I think should
14 have enough information for the engineering firm you guys
15 hired.

16 **BY COMMISSIONER PALLESCI:** You can see it actually says good
17 sand. Excavate it with all new sand in there.

18 **BY MR. PUPA:** You could. When you get the permit to rip out
19 and replace bulkhead, they -- DEC wants you to reclaim what
20 you lost. Sediment -- dirt actually kind of floats away and
21 does its own thing. The sand actually stays where it is.
22 DEC will ask you to reclaim 10 feet out. They want you to
23 take that back and put it into the property. So most likely
24 whatever you're going to be claiming is going to be, you
25 know, the sand that is along the side. Everything I touch

1 here is clean sand, clean beautiful sand. That's why you
2 lose it so fast. You have a little tiny hole on a bulkhead,
3 it could be the most tiniest small hole and the sand is so
4 fine, it's just like a slot machine trickling through and all
5 of a sudden you have this big giant hole in the bulkhead. If
6 it was dirt or muck, it doesn't, you know, clogs the hole.
7 If it had a rock in it, it clogs the hole. You know, back in
8 the days you can get away with it. You wouldn't know there's
9 a hole in the bulkhead. Here you can't get away with that.
10 It just finds its way.

11 **BY CHAIRMAN PASQUA:** Thank you for getting us the materials.
12 We'll schedule a follow-up.

13 **BY MR. PUPA:** Cool. Everything is there. You guys can see
14 it. I asked them too because I don't know, again, how much
15 you guys need. They can send in someone if you need -- you
16 have your engineering firm, they can send in one of their
17 engineers, someone, sales rep. They're really good. They
18 visit me constantly. They're also checking up on their
19 vendors trying to better their product and stuff.

20 **BY CHAIRMAN PASQUA:** We appreciate it.

21 **BRAKES & BEARING PROJECT BY RAYMOND WEBB:** Status quo.

22 Upon a motion by Chairman Pasqua, seconded by Commissioner
23 Palleschi, and unanimously carried, the Board went into
24 Executive Session at 8:22 p.m.

24 ROLL CALL: Chairman Vincent Pasqua
25 Vice Chair Monica McGrath
 Commissioner Arnold Palleschi

11

1 Upon a motion by Chairman Pasqua, seconded by Commissioner
2 Palleschi, and unanimously carried, the Board come out of
Executive session at 9:04 p.m.

3 ROLL CALL: Chairman Vincent Pasqua
Vice Chair Monica McGrath
Commissioner Arnold Palleschi

5 Upon a motion by the Chairman Pasqua, seconded by
Commissioner Palleschi, and unanimously carried, the Board
adjourned the August 19, 2025, meeting.

6 ROLL CALL: Chairman Vincent Pasqua
Vice Chair Monica McGrath
7 Commissioner Arnold Palleschi

8 The meeting was adjourned at 9:04 p.m.

VINCENT PASQUA, CHAIRMAN

VINCENT PASQUA, CHAIRMAN

**NASSAU COUNTY BRIDGE AUTHORITY
PAID VOUCHERS
FOR AUGUST 2026**

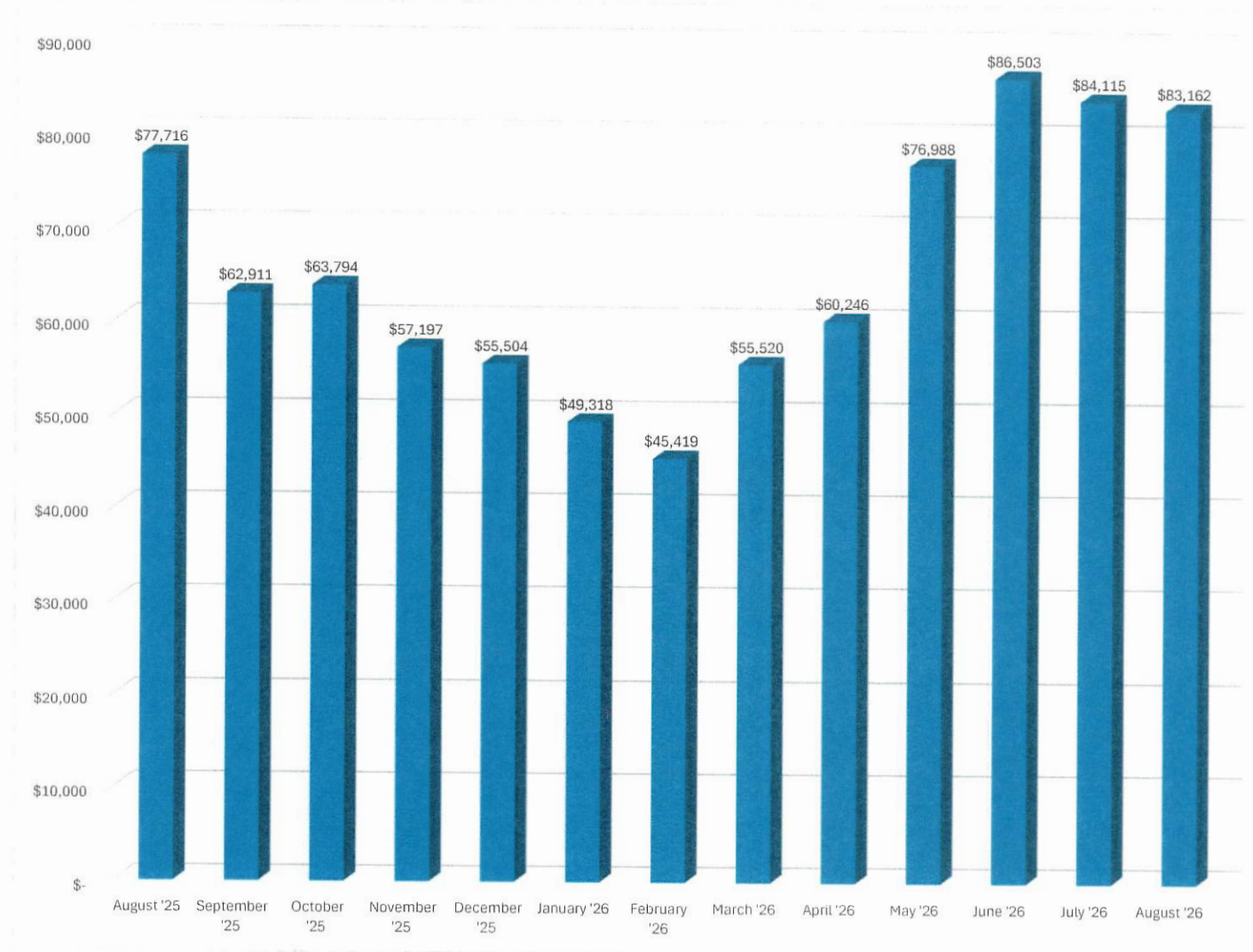
VOUCHER #	CHECK # PAID TO	AMOUNT DESCRIPTION
31436	1876 Altitude Unlimited	17,191.41 Monthly Maintenance (2 months) cameras & lens
31486	1878 ADP	2,590.36 Employee services, management reports for July
31487	1879 The Revenue Market Inc	12,731.00 Maintenance agreement for August, laser for toll
31488	1880 Robert F Eslinger, Jr PE	5,880 Professional engineering consultant for June, July
31489	1881 Ryan, Brennan & Donnelly LLP	7,083.33 Professional legal services for July 2026
31490	1882 Great America Financial	251.00 Monthly charges for postage machine July 2026
31491	1883 Optimum	463.07 Network, phone & internet for August 2026
31492	1884 Guardian	5173.42 Dental premium for August 2026
31493	1885 Home Depot	71.52 Latch for irrigation gate, includes credit
31494	1886 516carkeys	220.00 Remote key for Ford Fusion
31495	1887 Primo Brands	439.74 Delivery of 25/5 gallon water bottles
31496	1888 LKB Engineering	56,300.00 Progress billing for Bulkhead and Electrical Supply
31497	1889 CSEA Employee Benefit Fund	608.50 Platinum Vision Premium for August 2026
31498	1890 PSEG Long Island	62,283.43 Installation of new Padmount Transformer
31499	1891 T-Mobile	296.36 Cellular phone service covering 6/23/26-7/22/26
31500	1892 Capital One Card	4,154.27 Monthly fees, Amazon, Osprey Cam, & Indeed
31501-31506	Payroll vouchers	
31507	1893 LKB Engineering	24,700.00 Progress billing for Bulkhead and Electrical Supply
31508	1894 Sprague	11,211.41 Gas delivery for July, which supplies NCPD
31509	1895 McMaster-Carr	861.00 Vehicle repair parts
31510	1896 Central Business Systems	399.78 Ink jet cartridge for copy machine
31511	1897 Staples	138.76 Office supplies
31512	1898 Lowe's	1,004.08 Hardware supplies
31513	1899 Elavon	4,599.42 Merchant fees for credit card processing
31514	1900 Sherwin-Williams	486.15 Paint
31515	1901-1902 De Lage Landen	663.00 Monthly charges for office copiers
31516	1903 Arrow Exterminating Co	129.45 Monthly exterminating service for June 2026

31517	1904 NYSIF	3,723.51 Workers Compensation Premium
31518	1906 Health Insurance	103,997.17 Health Insurance Premium for August 2026
31519	1907 Global Fueling Systems	934.69 Monthly maintenance for fuel tank, replace handle
31520	1908 Liberty	641.10 Water supply 6/27/26-7/31/26
31521	1909 PSEG	5,779.45 Electrical energy supplied covering 7/1/26-8/3/26
31522	1910 Moody's Investors Service	16,000.00 Annual monitoring fee covering 4/1/26-3/31/27
31523	1911 NYSID	3,167.35 Janitorial Services June 2026
31524	1912 Safe and Sound	1,225.00 Pick up service for bridge revenue for July 2026
31525	1913 Grainger	2,924.86 Uniform and maintenance supplies
31526	1914 National Grid	432.55 Gas energy supplied covering 7/7/26-8/7/26
31527	1915 United Rentals	4,857.60 Rental of water truck covering 7/14/26-8/11/26
31528	1916 The Revenue Market Inc	12,649.01 Additional support for EZPass and TRMI maintenance
31529	1917-1924 Check Refunds for EZ Pass	618.00 Refunds due to system failure
31530	1925 Frank Supply	235.27 Maintenance supplies
31531	1926 John Voitovich	3,120.00 Professional Bridge Operator service for July
31532	1927 Hink	68,156.32 Rental of temporary generator due to power outage
31533	1928 NCBA	494.45 Petty cash covering 7/9/26-8/12/26
31534-31540	Payroll vouchers	
TOTAL		<u>431,695.38</u>

NASSAU COUNTY BRIDGE AUTHORITY
Credit Card Revenue
For the Months August '25 Through August '26

Total Revenue \$ 858,393

of Transactions 196,364



NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
For the Month Ended August 31, 2026

August 2026 Actual vs August 2026 Budget						August 2026 Actual vs August 2025 Actual			
						2026	2025	Variance	Percentage
REVENUES									
40000	EZ Pass Discounted Tags	\$ 94,089	\$ 113,900	\$ (19,811)	(17.39)%	\$ 94,089	\$ 13,868	\$ 80,221	578.46 %
40001	EZ Pass Fares - MTA	1,187,657	988,910	198,747	20.10 %	1,187,657	1,214,574	(26,917)	(2.22)%
40003	Toll Receipts/Cash	160,051	214,422	(54,371)	(25.36)%	160,051	209,016	(48,965)	(23.43)%
40007	Commercial Decals	-	-	-	N/A	-	-	-	N/A
40008	NICE Buses	-	-	-	N/A	-	135	(135)	(100.00)%
40009	School Buses	120	-	120	N/A	120	-	120	N/A
40011	Special Occurences	-	510	(510)	(100.00)%	-	-	-	N/A
40013	Invoiced	3,212	5,100	(1,888)	(37.02)%	3,212	7,258	(4,046)	(55.75)%
40020	Returns & Refunds	(618)	-	(618)	N/A	(618)	(100)	(518)	518.00 %
40021	Credit Card *	83,162	42,840	40,322	94.12 %	83,162	77,716	5,446	7.01 %
Subtotal - Operating Income		<u>1,527,673</u>	<u>1,365,682</u>	<u>161,991</u>	<u>11.86 %</u>	<u>1,527,673</u>	<u>1,522,467</u>	<u>5,206</u>	<u>0.34 %</u>
40015	Overages	-	100	(100)	(100.00)%	-	-	-	N/A
40016	Shortages	75	(100)	175	175.00 %	75	4	71	1,775.00 %
41000	Interest - Operating Account	24,559	5,100	19,459	381.55 %	24,559	23,216	1,343	5.78 %
41001	Interest - Time Deposits	-	-	-	N/A	-	-	-	N/A
42000	Other Income	-	-	-	N/A	-	-	-	N/A
42001	Dividend Income	-	-	-	N/A	-	-	-	N/A
42004	Bond Income - LIPA Agreement	-	-	-	N/A	-	-	-	N/A
42005	Insurance Reimbursement	-	-	-	N/A	-	1,150	(1,150)	(100.00)%
42006	Fuel Reimbursement	-	-	-	N/A	-	-	-	N/A
Subtotal - Other Income		<u>24,634</u>	<u>5,100</u>	<u>19,534</u>	<u>383.02 %</u>	<u>24,634</u>	<u>24,370</u>	<u>264</u>	<u>1.08 %</u>
TOTAL REVENUES		<u>\$ 1,552,307</u>	<u>\$ 1,370,782</u>	<u>\$ 181,525</u>	<u>13.24 %</u>	<u>\$ 1,552,307</u>	<u>\$ 1,546,837</u>	<u>\$ 5,470</u>	<u>0.35 %</u>

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
For the Month Ended August 31, 2026

August 2026 Actual vs August 2026 Budget						August 2026 Actual vs August 2025 Actual			
						2026	2025	Variance	Percentage
EXPENSES									
Payroll & Related Expenses									
60000	Salaries - Administration	31,368	36,617	(5,249)	(14.33)%	31,368	27,456	3,912	14.25 %
60001	Salaries - Tolls	95,605	87,726	7,879	8.98 %	95,605	84,580	11,025	13.03 %
60002	Salaries - Maintenance	43,911	64,547	(20,636)	(31.97)%	43,911	55,218	(11,307)	(20.48)%
60003	Salaries-Overtime	27,911	18,969	8,942	47.14 %	27,911	22,412	5,499	24.54 %
60004	Salary-Other	38,720		38,720	N/A	38,720		38,720	N/A
60005	Salaries - IT	12,639	14,688	(2,049)	(13.95)%	12,639	13,305	(666)	(5.01)%
60050	Health Insurance Premiums	93,603	73,320	20,283	27.66 %	93,603	73,768	19,835	26.89 %
60051	Dental Insurance	5,173	3,863	1,310	33.91 %	5,173		5,173	N/A
60052	Platinum Optical Expense	609	412	197	47.82 %	609	3,881	(3,272)	(84.31)%
60053	Workers' Compensation	3,724	2,006	1,718	85.64 %	3,724	2,403	1,321	54.97 %
60054	NYS Unemployment Insurance			-	N/A			-	N/A
60055	Disability Insurance	(78)		(78)	N/A	(78)	(79)	1	(1.27)%
60056	Other Employee Benefits			-	N/A			-	N/A
60100	Payroll Taxes	19,138	16,667	2,471	14.83 %	19,138	15,527	3,611	23.26 %
60101	New York Metro Tax - (MTA)	851	750	101	13.47 %	851	690	161	23.33 %
60150	Pension Plan Contributions			-	N/A			-	N/A
60200	ADP Payroll Service	2,590	1,403	1,187	84.60 %	2,590	1,608	982	61.07 %
Total Payroll & Related Expenses		375,764	320,968	54,796	17.07 %	375,764	300,769	74,995	24.93 %

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
For the Month Ended August 31, 2026

	August 2026 Actual vs August 2026 Budget				August 2026 Actual vs August 2025 Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Operating Expenses								
60450 IT (TRMI)	25,380		25,380	N/A	25,380		25,380	N/A
60500 Insurance		48,109	(48,109)	(100.00)%			-	N/A
60550 Biennial Inspection			-	N/A			-	N/A
60600 Repairs & Maintenance	9,031	30,273	(21,242)	(70.17)%	9,031	16,655	(7,624)	(45.78)%
60601 Emergency Repairs & Maint.	68,156		68,156	N/A	68,156		68,156	N/A
60603 Toll Lane Maintenance			-	N/A			-	N/A
60604 Preventative Maintenance			-	N/A		6,423	(6,423)	(100.00)%
60605 Fire Protection		613	(613)	(100.00)%			-	N/A
60650 EZ Pass Membership Cost		8,333	(8,333)	(100.00)%			-	N/A
60651 EZ Pass Maintenance Cost		10,053	(10,053)	(100.00)%		9,174	(9,174)	(100.00)%
60652 EZ Pass Transaction Costs		8,333	(8,333)	(100.00)%			-	N/A
60653 EZ Pass Vehicle Tags			-	N/A			-	N/A
60700 Pass Cards & AVI Decals			-	N/A			-	N/A
60750 Sign & Traffic Controls		2,625	(2,625)	(100.00)%		3,835	(3,835)	(100.00)%
60800 Invoiced Revenue Expenses			-	N/A			-	N/A
60850 Utilities	6,853	9,639	(2,786)	(28.90)%	6,853	7,364	(511)	(6.94)%
60851 Telephone	1,363	1,219	144	11.81 %	1,363	1,230	133	10.81 %
60900 General IT	1,053	7,333	(6,280)	(85.64)%	1,053	474	579	122.15 %
60950 Office, Stationery, & Postage	7,821	9,731	(1,910)	(19.63)%	7,821	7,145	676	9.46 %
70000 Uniforms	2,344	1,444	900	62.33 %	2,344	724	1,620	223.76 %
70050 Automobile	(5,893)	1,684	(7,577)	(449.94)%	(5,893)	7,281	(13,174)	(180.94)%
70150 Armored Carrier	1,225	1,720	(495)	(28.78)%	1,225	2,315	(1,090)	(47.08)%
70200 Office Cleaning			-	N/A			-	N/A
70250 Seminars & Conferences		86	(86)	(100.00)%		1,000	(1,000)	(100.00)%
70300 Other Professional Fees	32,083	32,586	(503)	(1.54)%	32,083	16,623	15,460	93.00 %
70350 MTA Support Costs			-	N/A			-	N/A
70400 Bank Service Charges	20	64	(44)	(68.75)%	20		20	N/A
70401 MTA Credit Card Fees		13,125	(13,125)	(100.00)%			-	N/A
70402 Credit Card Fees	4,748	3,480	1,268	36.44 %	4,748		4,748	N/A
70450 Miscellaneous	211	142	69	48.59 %	211	323	(112)	(34.67)%
70451 Traffic & Toll Study			-	N/A			-	N/A
Total Operating Expenses	129,015	190,592	(61,577)	(32.31)%	129,015	80,566	48,449	60.14 %

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
For the Month Ended August 31, 2026

	August 2026 Actual vs August 2026 Budget				August 2026 Actual vs August 2025 Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Serial Bonds								
70650 Bond Interest			-	N/A			-	N/A
70652 Bond Trustee Fees			-	N/A			-	N/A
Total Serial Bonds	-	-	-	N/A	-	-	-	N/A
Total Cash Expenses	504,779	511,560	(6,781)	(1.33)%	504,779	381,335	123,444	32.37 %
CASH INCREASE	\$ 1,047,528	\$ 859,222	\$ 188,306	21.92 %	\$ 1,047,528	\$ 1,165,502	\$ (117,974)	(10.12)%

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
For the Month Ended August 31, 2026

	August 2026 Actual vs August 2026 Budget				August 2026 Actual vs August 2025 Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Non-Cash Expenses								
70750 Other Postemployment Benefits	43,096	83,999	(40,903)	(48.69)%	43,096	35,267	7,829	22.20 %
Depreciation Expense								
70800 Bridge Rehabilitation	84,322	113,408	(29,086)	(25.65)%	84,322	84,322	-	- %
70801 Furniture & Equipment	6,561	6,164	397	6.44 %	6,561	6,561	-	- %
70802 Computer Equipment	1,685	1,700	(15)	(0.88)%	1,685	1,685	-	- %
70803 Building Improvements	5,475	5,167	308	5.96 %	5,475	5,475	-	- %
70804 Toll Equipment Upgrade	16,004	13,032	2,972	22.81 %	16,004	16,004	-	- %
70805 Tollbooth HVAC Upgrade	197	3,683	(3,486)	(94.65)%	197	197	-	- %
70806 Roadway	8,754	10,015	(1,261)	(12.59)%	8,754	8,754	-	- %
70807 Lock Motor Replacement	896	896	-	- %	896	896	-	- %
70808 New Bulkhead Rehabilitation	201	200	1	0.50 %	201	201	-	- %
70809 New Gas Meter	112	112	-	- %	112	112	-	- %
70810 Mechanical & Electric Grid	31,300	31,283	17	0.05 %	31,300	31,300	-	- %
70812 Replace Fuel Tanks	294	294	-	- %	294	294	-	- %
70813 Bridge Tower Renovation	2,018	1,199	819	68.31 %	2,018	2,018	-	- %
70814 Timber Fender System	2,261	2,261	-	- %	2,261	2,261	-	- %
70815 Grating & Painting	37,072	38,000	(928)	(2.44)%	37,072	37,072	-	- %
70816 Step Down Trans Elev	1,000	950	50	5.26 %	1,000	1,000	-	- %
70817 Website Development	208		208	N/A	208	208	-	- %
70818 Bridge Substructure	4,254		4,254	N/A	4,254	4,254	-	- %
70819 Security System	149		149	N/A	149	149	-	- %
70817 Website			-	N/A			-	N/A
70818 Bridge Substructures			-	N/A			-	N/A
Total Non-Cash Expenses	245,859	312,363	(66,504)	(21.29)%	245,859	238,030	7,829	3.29 %
TOTAL EXPENSES	\$ 750,638	\$ 823,923	\$ (73,285)	(8.89)%	\$ 750,638	\$ 619,365	\$ 131,273	21.19 %
NET INCOME	\$ 801,669	\$ 546,859	\$ 254,810	46.60 %	\$ 801,669	\$ 927,472	\$ (125,803)	(13.56)%

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
Year-to-Date for the Period Ended August 31, 2026

	2026 YTD Actual vs 2026 YTD Budget				2026 YTD Actual vs 2025 YTD Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
REVENUES								
40000 EZ Pass Discounted Tags	\$ 733,583	\$ 911,200	\$ (177,617)	(19.49)%	\$ 733,583	\$ 712,703	\$ 20,880	2.93 %
40001 EZ Pass Fares - MTA	6,560,245	5,829,815	730,430	12.53 %	6,560,245	6,196,576	363,669	5.87 %
40003 Toll Receipts/Cash	1,098,543	1,330,341	(231,798)	(17.42)%	1,098,543	1,300,690	(202,147)	(15.54)%
40007 Commercial Decals	-	-	-	N/A	-	-	-	N/A
40008 NICE Buses	4,080	5,100	(1,020)	(20.00)%	4,080	1,440	2,640	183.33 %
40009 School Buses	1,260	5,100	(3,840)	(75.29)%	1,260	-	1,260	N/A
40011 Special Occurences	-	1,530	(1,530)	(100.00)%	-	-	-	N/A
40013 Invoiced	45,151	40,800	4,351	10.66 %	45,151	43,400	1,751	4.03 %
40020 Returns & Refunds	(788)	-	(788)	N/A	(788)	436	(1,224)	(280.73)%
40021 Credit Card *	541,271	276,930	264,341	95.45 %	541,271	432,088	109,183	25.27 %
Subtotal - Operating Income	8,983,345	8,400,816	582,529	6.93 %	8,983,345	8,687,333	296,012	3.41 %
40015 Overages	20	800	(780)	(97.50)%	20	(18)	38	211.11 %
40016 Shortages	211	(800)	1,011	126.38 %	211	(84)	295	351.19 %
41000 Interest - Operating Account	172,154	40,800	131,354	321.95 %	172,154	154,466	17,688	11.45 %
41001 Interest - Time Deposits	112,426	183,600	(71,174)	(38.77)%	112,426	107,841	4,585	4.25 %
42000 Other Income	-	-	-	N/A	-	5,729	(5,729)	(100.00)%
42001 Dividend Income	13,191	-	13,191	N/A	13,191	11,707	1,484	12.68 %
42004 Bond Income - LIPA Agreement	-	-	-	N/A	-	-	-	N/A
42005 Insurance Reimbursement	251,126	-	251,126	N/A	251,126	2,806	248,320	8,849.61 %
42006 Fuel Reimbursement	3	-	3	N/A	3	-	3	N/A
Subtotal - Other Income	549,131	224,400	324,731	144.71 %	549,131	282,447	266,684	94.42 %
TOTAL REVENUES	\$ 9,532,476	\$ 8,625,216	\$ 907,260	10.52 %	\$ 9,532,476	\$ 8,969,780	\$ 562,696	6.27 %

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
Year-to-Date for the Period Ended August 31, 2026

2026 YTD Actual vs 2026 YTD Budget						2026 YTD Actual vs 2025 YTD Actual			
						2026	2025	Variance	Percentage
Actual									
Budget									
Variance									
Percentage									
EXPENSES									
Payroll & Related Expenses									
60000	Salaries - Administration	270,093	292,932	(22,839)	(7.80)%	270,093	269,665	428	0.16 %
60001	Salaries - Tolls	769,362	701,808	67,554	9.63 %	769,362	676,420	92,942	13.74 %
60002	Salaries - Maintenance	434,872	516,373	(81,501)	(15.78)%	434,872	472,762	(37,890)	(8.01)%
60003	Salaries-Overtime	216,159	151,753	64,406	42.44 %	216,159	169,752	46,407	27.34 %
60004	Salary-Other	113,095		113,095	N/A	113,095		113,095	N/A
60005	Salaries - IT	114,029	117,500	(3,471)	(2.95)%	114,029	112,026	2,003	1.79 %
60050	Health Insurance Premiums	693,994	586,557	107,437	18.32 %	693,994	620,380	73,614	11.87 %
60051	Dental Insurance	34,708	30,900	3,808	12.32 %	34,708	26,547	8,161	30.74 %
60052	Platinum Optical Expense	4,211	3,296	915	27.76 %	4,211	7,386	(3,175)	(42.99)%
60053	Workers' Compensation	28,345	16,044	12,301	76.67 %	28,345	35,405	(7,060)	(19.94)%
60054	NYS Unemployment Insurance	10,322	7,523	2,799	37.21 %	10,322		10,322	N/A
60055	Disability Insurance	7,023	4,500	2,523	56.07 %	7,023	6,416	607	9.46 %
60056	Other Employee Benefits			-	N/A			-	N/A
60100	Payroll Taxes	146,697	133,333	13,364	10.02 %	146,697	130,098	16,599	12.76 %
60101	New York Metro Tax - (MTA)	6,519	6,000	519	8.65 %	6,519	5,782	737	12.75 %
60150	Pension Plan Contributions			-	N/A			-	N/A
60200	ADP Payroll Service	15,333	11,226	4,107	36.58 %	15,333	11,026	4,307	39.06 %
Total Payroll & Related Expenses		2,864,762	2,579,745	285,017	11.05 %	2,864,762	2,543,665	321,097	12.62 %

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
Year-to-Date for the Period Ended August 31, 2026

	2026 YTD Actual vs 2026 YTD Budget				2026 YTD Actual vs 2025 YTD Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Operating Expenses								
60450 IT (TRMI)	68,012		68,012	N/A	68,012		68,012	N/A
60500 Insurance	760,993	577,308	183,685	31.82 %	760,993	728,534	32,459	4.46 %
60550 Biennial Inspection	24,244		24,244	N/A	24,244	81,105	(56,861)	(70.11)%
60600 Repairs & Maintenance	167,137	242,181	(75,044)	(30.99)%	167,137	147,784	19,353	13.10 %
60601 Emergency Repairs & Maint.	241,852		241,852	N/A	241,852	61,361	180,491	294.15 %
60603 Toll Lane Maintenance	3,691		3,691	N/A	3,691	2,263	1,428	63.10 %
60604 Preventative Maintenance			-	N/A		6,423	(6,423)	(100.00)%
60605 Fire Protection		4,900	(4,900)	(100.00)%		2,012	(2,012)	(100.00)%
60650 EZ Pass Membership Cost		66,667	(66,667)	(100.00)%			-	N/A
60651 EZ Pass Maintenance Cost	77,802	80,425	(2,623)	(3.26)%	77,802	63,843	13,959	21.86 %
60652 EZ Pass Transaction Costs		66,667	(66,667)	(100.00)%			-	N/A
60653 EZ Pass Vehicle Tags			-	N/A			-	N/A
60700 Pass Cards & AVI Decals			-	N/A			-	N/A
60750 Sign & Traffic Controls	5,774	21,000	(15,226)	(72.50)%	5,774	74,660	(68,886)	(92.27)%
60800 Invoiced Revenue Expenses			-	N/A			-	N/A
60850 Utilities	77,928	77,115	813	1.05 %	77,928	74,063	3,865	5.22 %
60851 Telephone	10,830	9,751	1,079	11.07 %	10,830	9,744	1,086	11.15 %
60900 General IT	49,138	58,667	(9,529)	(16.24)%	49,138	46,820	2,318	4.95 %
60950 Office, Stationery, & Postage	65,834	77,844	(12,010)	(15.43)%	65,834	68,372	(2,538)	(3.71)%
70000 Uniforms	20,041	11,550	8,491	73.52 %	20,041	14,181	5,860	41.32 %
70050 Automobile	26,756	13,475	13,281	98.56 %	26,756	20,431	6,325	30.96 %
70150 Armored Carrier	14,295	13,757	538	3.91 %	14,295	10,620	3,675	34.60 %
70200 Office Cleaning			-	N/A			-	N/A
70250 Seminars & Conferences		687	(687)	(100.00)%		1,000	(1,000)	(100.00)%
70300 Other Professional Fees	276,025	260,687	15,338	5.88 %	276,025	207,302	68,723	33.15 %
70350 MTA Support Costs			-	N/A		3,664	(3,664)	(100.00)%
70400 Bank Service Charges	75	515	(440)	(85.44)%	75		75	N/A
70401 MTA Credit Card Fees	80,783	105,000	(24,217)	(23.06)%	80,783	44,914	35,869	79.86 %
70402 Credit Card Fees	71,362	27,840	43,522	156.33 %	71,362	15,941	55,421	347.66 %
70450 Miscellaneous	9,500	1,139	8,361	734.06 %	9,500	1,522	7,978	524.18 %
70451 Traffic & Toll Study			-	N/A			-	N/A
Total Operating Expenses	1,984,060	1,717,175	266,885	15.54 %	1,984,060	1,686,559	297,501	17.64 %

NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
Year-to-Date for the Period Ended August 31, 2026

	2026 YTD Actual vs 2026 YTD Budget				2026 YTD Actual vs 2025 YTD Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Serial Bonds								
70650 Bond Interest	154,275	154,275	-	- %	154,275	161,400	(7,125)	(4.41)%
70652 Bond Trustee Fees	4,750	5,186	(436)	(8.41)%	4,750		4,750	N/A
Total Serial Bonds	159,025	159,461	(436)	(0.27)%	159,025	161,400	(2,375)	(1.47)%
Total Cash Expenses	5,007,847	4,456,381	551,466	12.37 %	5,007,847	4,391,624	616,223	14.03 %
CASH INCREASE	\$ 4,524,629	\$ 4,168,835	\$ 355,794	8.53 %	\$ 4,524,629	\$ 4,578,156	\$ (53,527)	(1.17)%

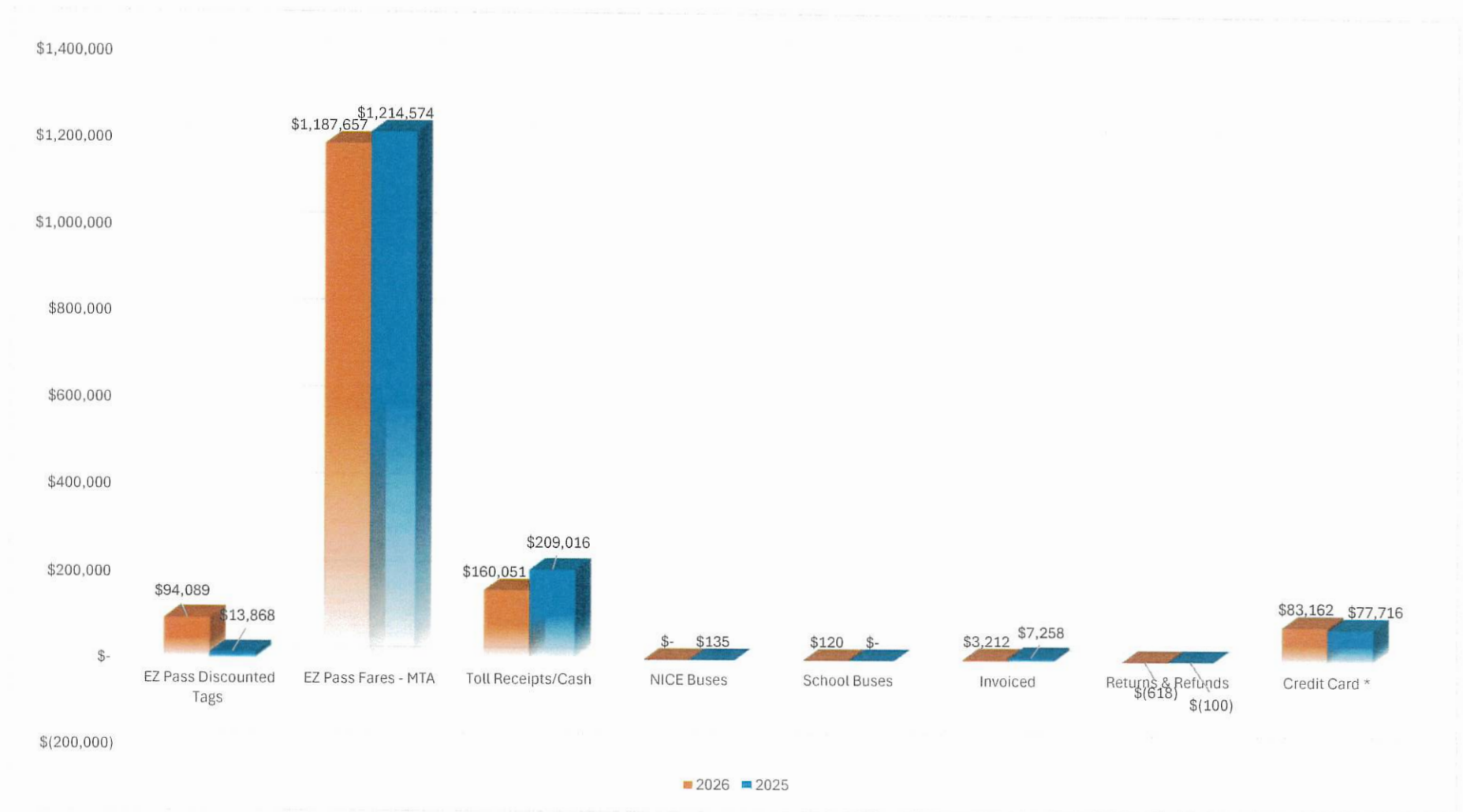
NASSAU COUNTY BRIDGE AUTHORITY
Budget Variance Report
Year-to-Date for the Period Ended August 31, 2026

	2026 YTD Actual vs 2026 YTD Budget				2026 YTD Actual vs 2025 YTD Actual			
	Actual	Budget	Variance	Percentage	2026	2025	Variance	Percentage
Non-Cash Expenses								
70750 Other Postemployment Benefits	293,840	671,988	(378,148)	(56.27)%	293,840	282,134	11,706	4.15 %
Depreciation Expense								
70800 Bridge Rehabilitation	590,252	907,264	(317,012)	(34.94)%	590,252	674,573	(84,321)	(12.50)%
70801 Furniture & Equipment	45,929	49,312	(3,383)	(6.86)%	45,929	52,490	(6,561)	(12.50)%
70802 Computer Equipment	11,796	13,600	(1,804)	(13.26)%	11,796	13,481	(1,685)	(12.50)%
70803 Building Improvements	38,322	41,336	(3,014)	(7.29)%	38,322	43,797	(5,475)	(12.50)%
70804 Toll Equipment Upgrade	112,025	104,254	7,771	7.45 %	112,025	128,028	(16,003)	(12.50)%
70805 Tollbooth HVAC Upgrade	1,376	29,464	(28,088)	(95.33)%	1,376	1,573	(197)	(12.52)%
70806 Roadway	61,280	80,120	(18,840)	(23.51)%	61,280	70,034	(8,754)	(12.50)%
70807 Lock Motor Replacement	6,273	7,168	(895)	(12.49)%	6,273	7,169	(896)	(12.50)%
70808 New Bulkhead Rehabilitation	1,404	1,600	(196)	(12.25)%	1,404	1,604	(200)	(12.47)%
70809 New Gas Meter	786	896	(110)	(12.28)%	786	899	(113)	(12.57)%
70810 Mechanical & Electric Grid	219,102	250,264	(31,162)	(12.45)%	219,102	250,402	(31,300)	(12.50)%
70812 Replace Fuel Tanks	2,055	2,352	(297)	(12.63)%	2,055	2,349	(294)	(12.52)%
70813 Bridge Tower Renovation	14,128	9,592	4,536	47.29 %	14,128	16,146	(2,018)	(12.50)%
70814 Timber Fender System	15,824	18,088	(2,264)	(12.52)%	15,824	18,085	(2,261)	(12.50)%
70815 Grating & Painting	259,506	304,000	(44,494)	(14.64)%	259,506	296,578	(37,072)	(12.50)%
70816 Step Down Trans Elev	6,997	7,597	(600)	(7.90)%	6,997	7,997	(1,000)	(12.50)%
70817 Website Development	1,457		1,457	N/A	1,457	1,665	(208)	(12.49)%
70818 Bridge Substructure	29,778		29,778	N/A	29,778	34,031	(4,253)	(12.50)%
70819 Security System	1,040		1,040	N/A	1,040	1,189	(149)	(12.53)%
70817 Website			-	N/A			-	N/A
70818 Bridge Substructures			-	N/A			-	N/A
Total Non-Cash Expenses	<u>1,713,170</u>	<u>2,498,895</u>	<u>(785,725)</u>	<u>(31.44)%</u>	<u>1,713,170</u>	<u>1,904,224</u>	<u>(191,054)</u>	<u>(10.03)%</u>
TOTAL EXPENSES	<u>\$ 6,721,017</u>	<u>\$ 6,955,276</u>	<u>\$ (234,259)</u>	<u>(3.37)%</u>	<u>\$ 6,721,017</u>	<u>\$ 6,295,848</u>	<u>\$ 425,169</u>	<u>6.75 %</u>
NET INCOME	<u>\$ 2,811,459</u>	<u>\$ 1,669,940</u>	<u>\$ 1,141,519</u>	<u>68.36 %</u>	<u>\$ 2,811,459</u>	<u>\$ 2,673,932</u>	<u>\$ 137,527</u>	<u>5.14 %</u>

NASSAU COUNTY BRIDGE AUTHORITY
Traffic Statistics
For the Months Ended August 31, 2026 and August 31, 2025

	<u>2026</u>	<u>2025</u>	<u>Variance</u>	<u>Percentage</u>
PASSAGES	581,944	605,345		
REVENUES				
EZ Pass Discounted Tags	\$ 94,089	\$ 13,868	\$ 80,221	578.46 %
EZ Pass Fares - MTA	1,187,657	1,214,574	(26,917)	(2.22)%
Toll Receipts/Cash	160,051	209,016	(48,965)	(23.43)%
Commercial Decals	-	-	-	N/A
NICE Buses	-	135	(135)	(100.00)%
School Buses	120	-	120	N/A
Special Occurences	-	-	-	N/A
Invoiced	3,212	7,258	(4,046)	(55.75)%
Returns & Refunds	(618)	(100)	(518)	518.00 %
Credit Card *	83,162	77,716	5,446	7.01 %
	<u>\$ 1,527,673</u>	<u>\$ 1,522,467</u>	<u>\$ 5,206</u>	0.34 %

NASSAU COUNTY BRIDGE AUTHORITY
Traffic Statistics
 For the Months Ended August 31, 2026 and August 31, 2025



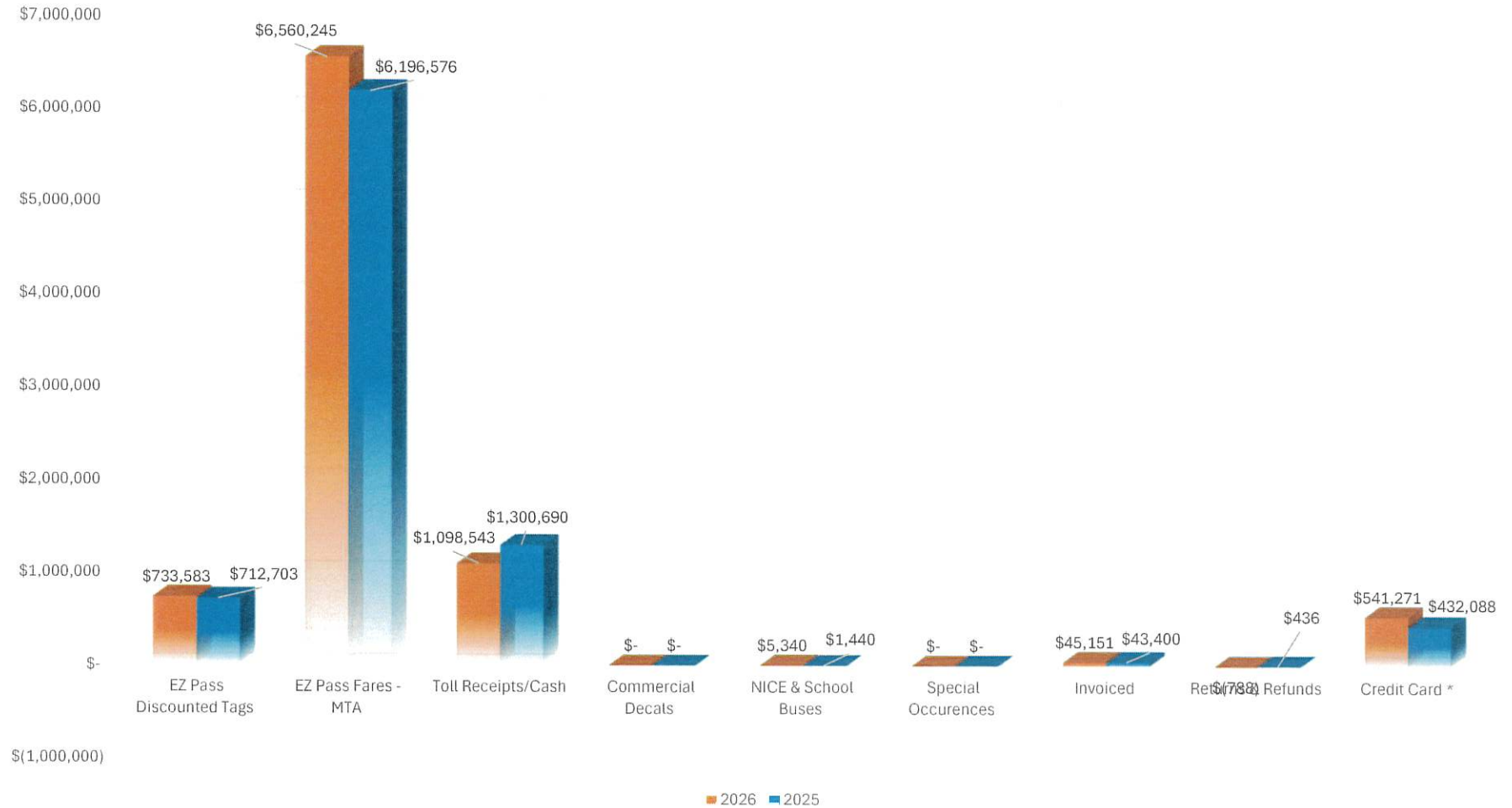
NASSAU COUNTY BRIDGE AUTHORITY

Traffic Statistics

Year-to-Date for the Periods Ended August 31, 2026 and August 31, 2025

	<u>2026</u>	<u>2025</u>	<u>Variance</u>	<u>Percentage</u>
PASSAGES	3,544,937	3,683,789		
REVENUES				
EZ Pass Discounted Tags	\$ 733,583	\$ 712,703	\$ 20,880	2.93 %
EZ Pass Fares - MTA	6,560,245	6,196,576	363,669	5.87 %
Toll Receipts/Cash	1,098,543	1,300,690	(202,147)	(15.54)%
Commercial Decals	-	-	-	N/A
NICE Buses	4,080	1,440	2,640	183.33 %
School Buses	1,260	-	1,260	N/A
Special Occurences	-	-	-	N/A
Invoiced	45,151	43,400	1,751	4.03 %
Returns & Refunds	(788)	436	(1,224)	(280.73)%
Credit Card *	541,271	432,088	109,183	25.27 %
	<u>\$ 8,983,345</u>	<u>\$ 8,687,333</u>	<u>\$ 296,012</u>	3.41 %

NASSAU COUNTY BRIDGE AUTHORITY
Traffic Statistics
Year-to-Date for the Periods Ended August 31, 2026 and August 31, 2025



NASSAU COUNTY BRIDGE AUTHORITY
Monthly Overtime Payroll Comparison
 Year-to-Date for the Periods Ended August 31, 2026 and August 31, 2025

	Payroll 2026												Total			
	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	2026	2025	Variance	Percentage
OVERTIME																
Administrative	4,444	3,385	6,350	2,241	3,528	2,223	6,258	3,238	-	-	-	-	31,667	19,169	12,498	65.20 %
Tolls													-	-	-	N/A
Sergeants	4,833	4,685	5,854	1,956	6,310	4,871	5,639	2,904	-	-	-	-	37,052	48,146	(11,094)	(23.04)%
Full-Time	7,305	6,075	7,307	6,477	5,601	5,150	11,993	11,002	-	-	-	-	60,910	26,879	34,031	126.60 %
Part-Time	36	654	443	-	292	1,399	2,875	2,490	-	-	-	-	8,189	3,913	4,276	109.27 %
Maintenance	12,269	12,032	15,377	2,602	2,471	6,218	15,168	7,796	-	-	-	-	73,933	56,316	17,617	31.28 %
Bridge Operators	807	184	1,374	642	161	-	739	501	-	-	-	-	4,408	12,984	(8,576)	(66.05)%
TOTALS	\$ 29,694	\$ 27,015	\$ 36,705	\$ 13,918	\$ 18,363	\$ 19,861	\$ 42,672	\$ 27,931	\$ -	\$ -	\$ -	\$ -	\$ 216,159	\$ 167,407	\$ 48,752	29.12 %

NASSAU COUNTY BRIDGE AUTHORITY
Payroll and Operating Expenses
Year-to-Date for the Periods Ended August 31, 2026 and August 31, 2025

