

# NASSAU COUNTY BRIDGE AUTHORITY BOARD MEETING OF OCTOBER 21, 2026 AGENDA

1. Agenda
2. Call to Order
3. Minutes of the Meeting of 09/30/26 (Vote to Approve) Pages 2 - 33
4. Paid Vouchers – September 2026 (Vote to Ratify) Pages 34 - 35
5. Accounting & Finance
  - a. September Meeting Follow Ups
  - b. Monthly Financials for September 2026 Pages 37 - 41
  - c. Credit Card Revenue Update Page 36
  - d. Chase Bank Fraud Alert Update
  - e. 2027 Budget Discussion
  - f. 2026 Audit engagement
6. Monthly Traffic Statistics – September 2026 Pages 47 - 48
7. Departmental Overtime Listing – September 2026 Pages 51 - 52
8. Managers’ Report on Bridge Operations
  - a. Facility Electrical Power Management – Progress Report
  - b. NYS DOT 878 paving project
9. Engineering Report
  - a. Bulkhead Design & Under Bridge Column Coating Project – Progress Report
10. Committee Updates Discussion
11. Executive Session Discussion
  - a. Personnel Matters

**Next Board Meeting — Wednesday November 18, 2026 at 6:30pm**

MINUTES OF THE MEETING OF THE  
NASSAU COUNTY BRIDGE AUTHORITY  
HELD ON SEPTEMBER 30, 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 6:30 p.m.

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board approved the minutes of August 19, 2026.

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

Upon a motion by Chairman Pasqua, seconded by Commissioner McGrath and unanimously carried, the Board voted to ratify paid vouchers for August 19, 2026.

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

1       **ACCOUNTING AND FINANCE**

2       **BY DILLON RADIN:**

3       Follow up on the August meeting, there was a question about  
4       GL-70402, the credit card fees, that was because they almost  
5       doubled July '26 compared to July '25. The reason being, there  
6       was an extra \$3,000 of credit card fees we had to pay to EVO  
7       Global Payments which were not being paid last year. We have a  
8       meeting on Friday with Chase regarding Paymentus. I will have a  
9       new update in October.

10               CHAIRMAN PASQUA: We have guests from the  
11       engineering firm LKB who we have contracted with to design  
12       our major capital improvement for the bulkhead for the  
13       entire property of the Atlantic Beach Bridge. With us this  
14       evening are the president --

15               MR. MACEDONIO: David Macedonio.

16               MR. CULVER: Wayne Culver, project manager.

17               MR. MARGOLIN: Daniel Margolin, engineer.

18               CHAIRMAN PASQUA: Thank you. We will be  
19       discussing some of the items in the engineering report/plan  
20       and some other concerns that the Board has before looking to  
21       move forward with this project. Ray, I will turn it over to  
22       you.

23               MR. WEBB: Thank you again, gentlemen. After the  
24       August Board meeting we had a monthly progress meeting and  
25       we met with the LKB team and we discussed the potential of

1       using a composite material for the bulkhead. Wayne will  
2       take it from there, and he has a power point presentation.

3               MR. CULVER: Where we are today is, we started  
4       this project with the hope of using FRP sheeting which is a  
5       composite sheet. It developed in the last 20 years, it's a  
6       very strong material, not as strong as steel, but stronger  
7       than previous sheetings that they've had. We have used it  
8       successfully in many areas, Inwood Park right over here, we  
9       did that bulkhead; John Burns Park last year, same type of  
10      material. Early on we were presenting that as the material  
11      that we would prefer. Now, when we presented that, we  
12      should have stressed the caveat of soil conditions. We had  
13      borings taken subsequent to that, eight borings taken and  
14      the soil is very poor. It is probably a lot of filled  
15      material and gets into some organics. There are some layers  
16      of clay as well. We had to take a step back in talking to  
17      people in the industry, they are like, well, and based on  
18      this, we highly recommend steel, so we turned in that  
19      direction.

20             Now, steel is a little more expensive, but it  
21      would certainly holdup for severe soil conditions. As Ray  
22      alluded to, we did meet and talk, and we understand your  
23      extreme interest in using composite material instead of  
24      steel, so we are looking at that in a little more detail.  
25      One of the conversations we had is with CMI which is the

1 company that fabricates the FRP.

2 CHAIRMAN PASQUA: What is FRP?

3 MR. CULVER: FRP stands for Fiber Reinforced  
4 Polymer, so basically it is sort of a modern fiberglass. It  
5 uses strands of glass that are woven in with a coating.  
6 When I say fiberglass, it is not fiberglass, it is a much  
7 stronger material. It is different thicknesses and that is  
8 what it is, it is used for a lot of things other than  
9 sheeting. It is a very good product. It is wide spread in  
10 the construction industry now. We talked with CMI and they  
11 make a vinyl sheeting too that is not as strong.

12 We talked with the regional salesman David  
13 Tresnyack (phonetic). We had numerous conversations and  
14 sent him a lot of information. He, by the way, we  
15 understand you had a gentleman here last month, I believe,  
16 David actually spoke to him, so the information he had came  
17 from David, so we are talking to the same people that  
18 represent the manufacturer of this product who certainly  
19 want to sell the product. Based on the information we gave  
20 him, the soil borings and the heights of the sheeting  
21 needed, their engineering group did an analysis and they  
22 came back and said, basically on the south side they  
23 recommended a type of sheet -- hold on, here is the south  
24 bulkhead, we had three borings taken there. The borings  
25 weren't great, but they were better than the other side. He

1       said that that could work with one of the sheetings, but not  
2       on the north side.

3               Let me get into a little bit about the soil. So  
4       this is the three borings that were taken on the south side.  
5       This is the information from it, and what it shows is the  
6       critical value, there is the N value, it's a value that  
7       shows how far they drive this tube in, a number of blows it  
8       takes to go one foot. Those values, if you look there are  
9       20, 7, 4, 2, 11, so that is okay, anywhere like 8, 9, 10,  
10      11, that is not a bad value, it shows you have a competent  
11      soil. The low counts are not good and that is basically it.  
12      The south side is showing we could use an FRP sheeting.  
13      When we get to the north side, here it is again, the five  
14      borings taken on the north side, these are these bulkheads,  
15      (indicating), and they are worse. There is pockets of good  
16      material, but then bad material. So the WOH which is, if  
17      you look at boring 1, stands for weight of hammer, that  
18      basically is saying that the weight of the hammer that they  
19      drive into it is enough to push the cylinder down, so it  
20      doesn't need to be picked up and dropped. Another one to  
21      the right, you see a push, that is the same idea, they  
22      literally push it down with that hammer.

23              I wanted to get into a little bit of the soil as  
24      to why we are coming to this conclusion. The soils are bad,  
25      it is worse than you would typically find, so that brings us

1 to today. We had conversations with David, and other people  
2 too, we ran our own analysis and talked to others in the  
3 industry, and he initially said the north side, they don't  
4 recommend this product for it's use, but we are working with  
5 them and he is ready to now get his engineers involved and  
6 we are going to try to find a way to make it work. If we  
7 modify the system a little bit, he is not saying, no, he is  
8 saying look, let's work and see how we can make it work. So  
9 that is where we stand.

10 As it stands today, which I will go back to this  
11 sheet slide here, the red line represents where we think we  
12 could use FRP sheeting even today with our analysis. The  
13 blue line represents where we would probably have to switch  
14 to steel. It is a deeper drop there and the soils are poor.  
15 We are going to try to do the whole thing in FRP, but we are  
16 not there yet. This is where we stand today, even with the  
17 FRP, if we have to fully vet in that area, but we think it  
18 will work. So that is sort of a summation on how we got to  
19 where we are.

20 This is an FRP sheeting, what it looks like  
21 (indicating), some of the sections, the depth of them. The  
22 next slide is what a steel sheeting would be. The steel  
23 sheeting that we would be looking at is a Marine grade, it  
24 has a lower nickel content and it is much better for  
25 corrosion, particularly in the splash zone which is where

1 the tide goes up and down and you get water up there, you  
2 can go a step further and put on a coating. Over the years  
3 they have used coal (phonetic) tar almost exclusively for  
4 this. There are other products that might work as well.  
5 That would be doubling up, but it should work, and it would  
6 work, it will make the steel last for a long time.

7 MR. ESLINGER: We did use that Marine grade steel  
8 when we redid the fender system 26, 27 years ago and we  
9 coated it and added extra thickness and that sheeting is  
10 still in very good shape. We have had diving inspections  
11 every five or six years and there is no problem with that  
12 sheeting whatsoever. We had 26, 27 good years out of that  
13 sheeting. I expect another twenty years easily.

14 MR. CULVER: The other thing too, we would  
15 typically design it a little thicker than you need it in  
16 case you did have corrosion. If you are familiar with West  
17 Shore Road going up to Bayville, we did that whole stretch  
18 of two miles of wall there and most of that is steel  
19 sheeting. I don't think that is even coated, but it does  
20 have an extra thickness, it is up to twelve years and it is  
21 doing fine.

22 MR. ESLINGER: Do you think the areas under the  
23 bridge can be FRP?

24 MR. CULVER: There is a way to do it, and the  
25 question that Bob is raising is because of the height. The

1 pieces are interlocked, you see at the end of these  
2 (indicating) they join together and so you need to pick up  
3 the sheet all the way at the top. You've probably all seen  
4 sheeting installed, then it slides down to where it hits the  
5 ground and they bang it down or vibrate it down or however  
6 it is done. Under the bridge you do have a clearance issue,  
7 I think we are only going to be impacted on the north side  
8 by a few feet, we may be able to get working between the  
9 girders. At the end of the day you can remove a little bit  
10 of the knuckle, the bottom couple of feet so it slides in  
11 and comes down, so I think we can use FRP there. Again,  
12 today, as we sit here today, it feels like it is needed. We  
13 are going to do what we can to come up with a system that  
14 will allow us to use the FRP.

15 MR. ESLINGER: If we have to use steel on that far  
16 corner, will it be able to mate up with the FRP?

17 MR. CULVER: Yes. What they would do is, they  
18 would be able to cut the steel sheet and weld on a piece  
19 that simulates the FRP. That is the advantage of steel, you  
20 can cut it and weld it, which, under the bridge, it would  
21 work better under the bridge because you can cut the piece  
22 and weld it in place and then splice it. It is compatible.

23 MR. ESLINGER: I just want to make sure we have no  
24 seams anywhere that can open up.

25 MR. CULVER: They would not. This picture where

1 we get to the end of the sheeting on the north side where it  
2 meets the riprap, steel is a good choice there as well  
3 because of the riprap that's there. If you are driving the  
4 FRP sheeting and it hits a rock, it doesn't do it, it will  
5 splinter, whereas steel, it will either stop or it'll get  
6 past the rock and it's not going to really be damaged. That  
7 is a consideration, we can certainly try to get all of the  
8 rocks out of there first. If we really had the rocks, we  
9 would remove them, but steel would work well there.

10 I'll talk about a couple of other items if you  
11 want now. We got a letter from, we will get to the  
12 enviromental permit, we submitted our permits several months  
13 ago, including, at the time, we didn't define the bulkhead,  
14 but they don't really care what kind of sheeting we use. We  
15 got a letter today from New York State DEC, they said they  
16 approved the bulkhead. They didn't mention the floating  
17 dock, but it was in the title, sheeting and floating dock.  
18 We have written and asked if that goes with the dock, they  
19 disapproved the riprap. The plan was to remove all the  
20 riprap, it's a lot of concrete that was thrown in there over  
21 the years by the county, it is very irregular. We were  
22 going to remove it and put in new riprap. The riprap is  
23 basically a stone that is used for erosion in lower areas  
24 where you don't need the full height, the ground goes up and  
25 goes down, we transition from the sheet to the riprap. They

1 don't want us to touch the riprap, I'm not really surprised  
2 that they want to leave it alone. There are things, the  
3 Marines, the DEC, they don't want you to touch it. First of  
4 all, they don't want it in the first place, so if you had a  
5 new area where you wanted it, you would have to prove that  
6 you needed it, but since it is there, they want you to leave  
7 it alone. We can push back on that, and at the very least,  
8 we still want to clean it up and get rid of the  
9 miscellaneous objects that don't really belong, so we will  
10 go that route. They noted in their response that they  
11 didn't think it was needed there, it is not a long stretch  
12 there. There is not a lot of weight action there which  
13 provided the erosion that you needed it for.

14 That is very recent news. It is good they  
15 approved the bulkhead, but we will have to see about the  
16 riprap. The Army Corps has not responded yet, and the other  
17 one Department of State, also approved it. We have two out  
18 of three, and the Army Corps has not been that quick lately,  
19 they may be another couple of months before we hear from  
20 them.

21 MR. ESLINGER: Just thinking out loud, if they  
22 don't allow us to touch that riprap at all, would they allow  
23 us to extend the bulkhead? I think that is a question the  
24 Chairman had a long time ago.

25 CHAIRMAN PASQUA: There are a lot of issues down

1       there, it's dangerous, you have rusty rebar sticking out  
2       everywhere.

3               MR. CULVER: We can push back and talk with you  
4       guys and figure out what we need to do. They are sometimes  
5       open to suggestions, if you give them a logical reason, they  
6       may buy it, but, yes, extending that might be one thing you  
7       could do and then you can burry whatever is there and in the  
8       front, probably leave what is in front of it potentially.  
9       We can check on that. That is basically all the news. We  
10      are open to any questions that anybody has.

11             CHAIRMAN PASQUA: First question I have is around  
12      the soil samples. This whole area (indicating) is the south  
13      shore, if you look at the steel bulkhead that was installed  
14      in Long Beach around the water treatment area, they used  
15      steel because there are rocks submerged. I don't know why,  
16      maybe it was for installation purposes when they hung it,  
17      but there are holes in it about this big (indicating). You  
18      can literally see the silt pouring out of the holes if you  
19      get close enough to it. I am trying to understand what it  
20      is about the fill here that makes the soil, makes it require  
21      a steel bulkhead. If you look at all of the streets in the  
22      last ten years, each street in the municipalities have been  
23      done with FRP, almost all of them are. No one is really  
24      using steel except where there may be rock. I have an  
25      example of a photo I took when I was out on the boat. What

1 is it about this soil, we are not putting up any new  
2 structures, there is no weight, what is it about the soil?  
3 It is not a twelve foot or fifteen foot high wall. I'm  
4 assuming we will have deadmen in the ground. If anything  
5 the soil is probably thicker than what we see around the  
6 barrier island.

7 MR. CULVER: I don't know for certain why, the  
8 whole area is filled. I remember after Sandy going to a  
9 presentation by the Army Corps of Engineers that showed a  
10 map from one hundred years ago that showed the shore line,  
11 even two hundred, they came up with the old drawing in  
12 Manhattan and Long Island and it basically was the point  
13 where Sandy came up to, that is what the shore line was at  
14 that time. In the last couple of hundred years, we built  
15 out, everything here is fill. It was amazing to look at  
16 that. There was barely any barrier island, Manhattan was  
17 much smaller. They built it over the years to lower  
18 elevations, maybe on the barrier here they used a better  
19 material, probably at the time they new houses and homes  
20 were being built and they used better material. Where is  
21 here, and particularly on the north side, it was sort of an  
22 underdeveloped area, and for whatever reason, fill material  
23 that went there was not good. You know how contractors love  
24 to get rid of their materials, they were probably bringing  
25 in junk.

1 MR. MACEDONIO: What is the height of the wall?

2 MR. CULVER: Fifteen feet.

3 MR. MACEDONIO: That is the highest wall on site?

4 MR. CULVER: Yes.

5 MR. MACEDONIO: I think the height is playing into  
6 it as well.

7 MR. CULVER: That is correct. We are in an open  
8 channel here.

9 MR. MACEDONIO: We have rust height and the soil,  
10 both of those combined make it hard to use the FRP and we  
11 are working with the manufacturer.

12 BOARD MEMBER PALLESCHI: I wonder what kind of  
13 borings they were using.

14 MR. ESLINGER: The FRP is failing in crossing, it  
15 is not what you think.

16 MR. CULVER: It is a big section with a strong  
17 material. The failure is because the material behind it is  
18 acting, instead of a normal soil where the greens interlock,  
19 they put pressure, but it is somewhat reduced, this material  
20 is almost acting like a fluid, so it is pushing like your  
21 retaining water behind it. The whale which is part of the  
22 system, it builds up a force right around that. Again, the  
23 gentleman that was here before, in speaking to the  
24 representative from CMI, I spoke to him and he gave me some  
25 information that we could do it, but he didn't know the

1 heights. He thought it was eleven feet, which it is in a  
2 lot of areas, but not all. He wasn't aware of the soil  
3 situation, he was probable like it was a common soil, but  
4 once they saw what we really had the opinions changed.

5 CHAIRMAN PASQUA: Let's see what they come up  
6 with, maybe a hybrid will work.

7 MR. MACEDONIO: Maybe there is a modification they  
8 can do to take the force. It all depends on how they want  
9 to look at their product, right, they stand behind their  
10 product, their company. Do they want to try to modify  
11 something here that doesn't have a test done? We can  
12 engineer it and say, yes, based on all calculations we  
13 believe this is going to work, but there is no test case for  
14 it, and there's no product out there that says, yes, this  
15 has gone through tests. I think that will be their hold up,  
16 will they buy into modifying their product, that is yet to  
17 be seen. We are working with them to see what we can do  
18 there, maybe they will have a new product out of it, a new  
19 way to do it, you don't know.

20 CHAIRMAN PASQUA: The next question I have is on  
21 the bulkhead itself. They have approved, but is that to go  
22 in front, remove, same location, what are we doing?

23 MR. CULVER: What we are going to do is remove the  
24 old, and end up with realigning. Right now it's steps they  
25 built behind, the old one or in front, we are going to

1       remove all of the old bulkhead and put it all back in it's  
2       original place. I think if we wanted to do it differently,  
3       they would probably have been okay, they just don't want you  
4       building it way out in front. They want it inline with the  
5       old bulkhead. They understand it's easier to put it in  
6       front, so they generally accept that, but we feel it is  
7       better to get the old timber out of there.

8               CHAIRMAN PASQUA: So when you remove that, how do  
9       you prevent the material from going into the bay? We  
10      already had so much, you can't go close to it with the boat,  
11      so much is running into the bay. If you look at the  
12      aerials, it's probably fifteen feet out, it's filled which  
13      use to be maybe five feet deep at low tide is now two feet  
14      and a half.

15             MR. CULVER: What they would generally do is build  
16      maybe like a 30-foot section, they would remove the sheets  
17      from that, they would excavate that, and they would then put  
18      the sheet in, get it all in place, and then move on. They  
19      do some excavation back, so it's not a convertible wall,  
20      they have to put the tierods, they connect, if we're going  
21      to use your system, we connect to them, so they need some  
22      space to do that.

23             MR. ESLINGER: But they do have to have a  
24      turbidity curtain.

25             MR. CULVER: But, again, based on the soil here,

1       they may end up having to pull the soil back further than  
2       they normally do and they're gonna see what they're dealing  
3       with. They have to pull it back.

4               CHAIRMAN PASQUA: Is there any way to dredge in  
5       front what is washed in, will they let us do that?

6               MR. CULVER: If we put that in, we wanted to  
7       dredge, you could. That's not going to help you though  
8       because then you'll have more higher choice height, and  
9       you'll make the design even more problematic.

10              CHAIRMAN PASQUA: Okay, then, what about the  
11       whaler material?

12              MR. CULVER: So, for the whalers we would -- we're  
13       looking to use some type of, you know, FRP product or  
14       aluminum. I know CMI also has -- they actually have a  
15       treated timber with a coating on it, but we want something  
16       that's got less, it could be steel, if we use a steel  
17       bulkhead, it would be a steelhead. We want it to last as  
18       long as the sheet does, so we don't want to have to come  
19       out.

20              CHAIRMAN PASQUA: So if you look at the photograph  
21       that I took, this is a project that was done in Harbor Isle  
22       which is in the back of Island Park, it's actually its own  
23       small island, a beautiful little area, the builder there,  
24       which was a lot, and I believe some sort of commercial  
25       property was on there, like a water tank or something, I

1 don't know what was there.

2 BOARD MEMBER PALLESCHI: It was oil, they had to  
3 do a lot of remediation, it took a while.

4 CHAIRMAN PASQUA: So by the time they started  
5 construction, they did the bulkhead, so this was in 2020,  
6 and as you can see, there's two different materials, exactly  
7 what we're talking about here. The reason there's two  
8 different materials is because on the left side here, what  
9 happened was there was a submerged barge, as well as other  
10 construction type of submerged products, maybe from that oil  
11 company, cans, or whatever it was, they couldn't drill the  
12 FRP in. I don't know how they determined where to stop, and  
13 where to start, but you can clearly see they did steel to  
14 one point, and then you can see the FRP to the other.

15 Now, this is barely half a decade old, look at the  
16 difference in the materials. I understand a lot of the rust  
17 is surface rust, we have a bulkhead where my dock is, it's  
18 50 years old, and it's probably that thick, and it's flaky  
19 in the front, but it's holding.

20 MR. CULVER: It's a steel bulkhead?

21 CHAIRMAN PASQUA: Yes. I mean, you can see here,  
22 there's a lot of surface rust on here. I don't know what  
23 that bowl is in the water, and it looks like they used some  
24 sort of wood whaler, even in front of the steel which I  
25 wasn't sure why they would have done that, but again, this

1       just shows, at least, from a superficial type of viewpoint,  
2       the wear and tear in just five or six years of that being up  
3       like that. That's part of my concern with steel.

4               MR. CULVER: I don't really have any experience  
5       with that particular site, but it typically will do that.  
6       I wonder if it's actually, you know, like the type of steel  
7       that's behind the --

8               MR. ESLINGER: Weathering steel?

9               MR. CULVER: Yeah, weathering steel.

10              MR. ESLINGER: It doesn't look like coal tar or  
11       anything.

12              MR. CULVER: Weathering steel is a concept or a  
13       seal that you don't paint, and it's designed to get a rusty  
14       shine on it, but we had a lot of bad experiences with it, so  
15       it's not really used as often now. It doesn't hold up, but  
16       again, I don't know what that is, but I wouldn't say that's  
17       typical, whatever we have, we will do better than that.

18              CHAIRMAN PASQUA: Do we have the photos from the  
19       last meeting where we had Long Beach, this is Long Beach  
20       (indicating), I don't know if you're familiar with what was  
21       put in Long Beach, it's got a green paint basically on it.  
22       You can see where they drilled it in, the paint just scraped  
23       right off, at low tide the entire bottom looks like that.  
24       They're not even done. The first whole sections which are  
25       20 months old, already have what looks like electrolysis.

1        Here this is one of the images (indicating) there may be  
2        another one that shows at low tide, I took a picture. Those  
3        are the street ends, you see, they put composite there. The  
4        City of Long Beach did that because the steel ones were  
5        failing.

6                Also, what was happening was, people who had  
7        adjacent properties that have the, I don't know what you  
8        call the side, the perpendicular returns, whatever it is,  
9        they were very unhappy because the seals were horrible and  
10       they were losing their own properties which became a whole  
11       big thing for the City of Long Beach, so they said, that's  
12       it, no more steel and they went with the FRP. You can see  
13       after Sandy, the height of all of the bulkheads on the  
14       street to try and prevent the water from going down the  
15       street. That is steel (indicating) over by, I think, the  
16       Tennis Center, by the Long Beach area, Long Beach Hospital,  
17       but again, you can see the rust on there. I don't know how  
18       old that is, then more composite. This is where they're  
19       building that new apartment section in Island Park, and it  
20       was a local bulkhead person putting in composite, and  
21       they're basically putting up 130 apartments, very close to  
22       buildings going from that, clearly not a soil problem there  
23       with that. Okay, there is the steel (indicating), look at  
24       the bottom, and look at it, if you can, try to look at some  
25       of the sections, you can see the green is already scratched

1 off, and there's rust coming through. Again, that may last  
2 70 years like that. I, don't know, but I just know that  
3 there's rust on panels that are not even two years.

4 BOARD MEMBER PALLESCHI: I just remembered that,  
5 you know where Oil City is by Costco over there, I issued a  
6 permit for a steel bulkhead, don't laugh, about 40 years  
7 ago. It would be interesting to see if that bulkhead is  
8 still there.

9 CHAIRMAN PASQUA: I'm sure they're still there.

10 BOARD MEMBER PALLESCHI: And I remember, I was  
11 like taken back by how much it was going to cost to put the  
12 steel bulkhead in at that time, the difference between that,  
13 and what we used to use. There's another example  
14 (indicating) right here you can see there's the steel up  
15 against FRP, and unfortunately, I don't know if they all  
16 link well together, but it's just, there always seems to be  
17 some sort of gap and then they take rocks and put them in  
18 these burlap type of bags and fill the hole, and then try to  
19 stop it from leaking out.

20 MR. CULVER: That won't happen because we will  
21 join them correctly, but the conclusion of steel is another.

22 MR. MACEDONIO: That's a custom piece, and that  
23 steel is more money to put in, the equipment is different,  
24 so another reason to go with FRP possibly for those ends.  
25 Plus, the technology is a lot better, why not use it if you

1 can.

2 MR. ESLINGER: Yes, because we do have a situation  
3 on the south side where we're going to have to meet with  
4 property owners. There's a private landowner on the east  
5 side, and then you have the street, the end of the street on  
6 the west side, so we're going to have to deal with some  
7 issues like that, too.

8 MR. CULVER: Yes, that's right. We're not going  
9 to be able to make them FRP here, just throw a lot of  
10 concrete behind it, which they're not super expensive doing  
11 that, but that's a good way to see it.

12 BOARD MEMBER PALLESCHI: When it first started,  
13 the material, that's when I was going way back, and it was  
14 crazy, it was like a circus because everybody was coming in  
15 with all this new material. We're sitting there having to  
16 issue these permits, and we're trying to figure out, at that  
17 time, what is this new material that people are selling with  
18 plastic recycling. In the beginning, it was horrendous,  
19 pieces were peeling off. You're right, you could see what a  
20 difference it is today, this material, this FRP, it's  
21 incredible to what I saw in the very, very beginning.

22 CHAIRMAN PASQUA: That's the apartment complex  
23 (indicating), it'll be 130 apartments in there and that's  
24 all FRP. I'd say those buildings are probably within 10  
25 feet or less of the edge, and that will all be parking

1           underneath, so that's sizable structures there.

2                   MR. CULVER: No, it's a pretty material, it's a  
3           big product.

4                   BOARD MEMBER PALLESCHI: Did you check with the  
5           Town of Hempstead to see if they're going to issue a permit?

6                   MR. CULVER: The Town of Hempstead, no.

7                   BOARD MEMBER PALLESCHI: If I was sitting in the  
8           chair, I would definitely be the one to be saying, hey,  
9           where's my application?

10                  MR. CULVER: Do you have any friends there?

11                  BOARD MEMBER PALLESCHI: Having been the  
12           commissioner of the department 25 years ago, I think all my  
13           friends are gone, but I do have connections, so we can  
14           figure it out.

15                  MR. CULVER: We can submit to it.

16                  BOARD MEMBER PALLESCHI: If you have a problem.

17                  MR. MACEDONIO: Once we know what we're doing,  
18           yeah, we'll get that. They'll be the fastest ones to come  
19           back with the response.

20                  BOARD MEMBER PALLESCHI: I basically used to have  
21           people go to the Federal and State first anyway.

22                  CHAIRMAN PASQUA: For the south side, even though  
23           it's our land, it's in the Village of Atlantic Beach, do I  
24           need a permit from them?

25                  MR. MACEDONIO: No, you're a State authority.

1                   MR. ESLINGER: I was going to say, in the past  
2                   when we did bulkhead work, we went to the town the first  
3                   time, Town of Hempstead, and they said, as long as you're  
4                   going through DEC and the Army Corps, we don't even want to  
5                   know about it, it's fine.

6                   CHAIRMAN PASQUA: All right, that was very  
7                   informative. Thank you, gentlemen for coming in and  
8                   sharing.

9                   MR. MACEDONIO: Thank you for having us.

10                  CHAIRMAN PASQUA: It's still a learning process.  
11                  We're still a ways away from actually starting the project,  
12                  but I want everything planned perfectly down to the tierods,  
13                  the nuts, everything, because what I've learned is, poor  
14                  planning, poor results. We plan everything right, and your  
15                  engineering plan is down to the washers, and it's exactly  
16                  what we want and it'll be a really smooth project for the  
17                  contractor.

18                  BOARD MEMBER PALLESCHI: When we raise our hands  
19                  to vote on it, we want to make sure that everything is  
20                  perfect because that record is somewhere.

21                  CHAIRMAN PASQUA: So takeaways, you guys will look  
22                  into the FRP, what we can do, what the manufacturers can do,  
23                  how much of it we can use. The riprap, what we do there, if  
24                  we can get, we need to do something, because we can't just  
25                  leave it like that. Maybe if we tell them there is

1 dangerous materials there, people go there and tie up, they  
2 fish. The bulkhead in front of it, Bob had mentioned,  
3 there's another option for it. The dock is not approved  
4 yet, we have to make sure that they give us approval for  
5 that. Anything else?

6 BOARD MEMBER PALLESCHI: I can't see that would be  
7 a problem.

8 CHAIRMAN PASQUA: All right, thanks for coming in  
9 tonight.

10 (Whereupon, the guests left the Boardroom.)

11 \* \* \*

12 **CONT'D ACCOUNTING & FINANCE**

13 **BY DILLON RADIN:**

14 **Page 46:** Credit card revenue, credit card revenue is down from  
15 July, which was expected, but only by 1.13%, it comes out to  
16 only \$950, still a profitable month. Last August to this  
17 August, we are up 7%, \$5,500. You can see it continually  
18 moving forward, July of '25 to August of '25 it dropped by 4%,  
19 whereas this July to August was only 1%

20 **Page 47:** Budget report for revenues, total revenues are up, but  
21 only by less than 1%, right around 0.35%, mainly attributed to  
22 credit card and the unlimited discount pass revenue. I do want  
23 to note that if you take a look at Code 4000, E-ZPass discounted  
24 tags, in 2025 only 13,000, we actually changed the way that we  
25 recognize this revenue, that's why in 2026 for August, it's at

1     \$94,000. We used to recognize all revenue in the month that we  
2     received it, but now to make it more accurate of how much  
3     revenue we are bringing in month to month, we've spread it out  
4     over the 12 month basis because when you do buy that unlimited  
5     pass, it is good for the 12 months, so .35 increase in revenue  
6     year over year. It was an average August.

7     **Page 48:** Payroll expenses, everything looks pretty good. The  
8     GL Code 6004, salary, other, that \$38,720 was part of Bill  
9     Petrie's retirement, that payout. Everything else is coming in  
10    right around budget. Health insurance premiums are up,  
11    insurance is up.

12    **Page 49:** Operating expenses, a couple numbers jump off the  
13    page, GL Code 60601, emergency repairs and maintenance. That  
14    \$68,000, that's the last payment from the power outage that went  
15    to Hinck for rental of the temporary generator. GL Code 70300,  
16    other professional fees, it's almost double of what it was last  
17    year at this time, that's because of \$16,000 we have to pay to  
18    Moody's for the annual monitoring for public toll roads who have  
19    outstanding debt. We didn't pay it last year at this time. I  
20    can take a look at and see when we did pay that, but that other  
21    \$16,000 in August is still there, now we added that \$16,000 from  
22    Moody's. The credit card fees, GL 70402, I mentioned earlier,  
23    there were none last year at this time, that's because of that  
24    debacle, if you will, with the EVO and Global Payments, which we  
25    are working to move away from them. We received payment from

1 the Nassau County PD, that's why the automobile expenses are in  
2 the negative. We received that \$9,000 from them for using the  
3 gas.

4 **Page 50, 51:** The same as last month, just depreciation  
5 expenses.

6 **Page 52:** Budget revenues year to date, total revenues are up  
7 from last year, 6.27% at \$563,000. Everything came in under  
8 budget for our revenues.

9 **PAGE 53:** Payroll expenses from last year are up 12.6%, mainly  
10 attributed to more taxes, Federal taxes. We have increased  
11 assistance with our ADP System, 40% more than last year.

12 **BY CHAIRMAN PASQUA:** It looks like the optical expenses are  
13 down, why is that?

14 **BY DILLON RADIN:** It Could just be from employees opting out of  
15 optical.

16 **Page 54:** Operating expenses year over year, they are up 17.6%.  
17 for just about \$3,300,000. A big chunk of that is other  
18 professional fees, emergency repairs maintenance which is  
19 largely part of the power outage earlier in the year. All  
20 together, that storm came out to just about \$241,000. I think  
21 we recouped about \$225,000.

22 **BY BOARD MEMBER McGRATH:** What did we say miscellaneous is  
23 again, GL 70450?

24 **BY DILLON RADIN:** A big chunk of that was actually the plaque  
25 earlier in the year, the 80th Anniversary that we dedicated,

1 that was around 4,000.

2 **PAGE 55, 56:** Appreciation expenses.

3 **Page 57:** Traffic statistics, for the month of August passages  
4 were down, but revenue is up. That \$94,000 versus \$13,000,  
5 again, that's just how we have been recognizing the revenue this  
6 year versus last year. Credit card revenue is up. The invoice  
7 revenue, I'm sure will be up next month. We invoice these  
8 commercial accounts, sometimes they pay on time, sometimes they  
9 don't, the office is on them.

10 **PAGE 58:** Is just a chart.

11 **PAGE 59:** Year to date passages are down. A big reason for the  
12 big discrepancy in this year versus last year could be because  
13 of the power outage we weren't as accurate as they were last  
14 year, but revenues are still up \$296,000 year over year. Credit  
15 cards are up 25%.

16 **Page 61:** Monthly overtime payroll, overall we're down from  
17 \$42,600 to \$28,000 this month, a big decrease in overtime. July  
18 was hot, we needed more staffing. Compared to last year, we are  
19 up overtime, but that's largely due part to that storm in March.  
20 Every department from July is down in August, so that's a good  
21 sign.

22 I do have an update, a lack thereof, from Chase, as far as the  
23 fraudulent check, I did reach out to Mike DeLayo, our rep, and  
24 Carol, the managing director at Chase, I let them know,  
25 obviously, that we're not happy with how this is going, the lack

1 of resolution, I specifically asked what the hold up was  
2 considering the amount of money, they basically said that they  
3 continue to reach out to Truist Bank for a resolution, and they  
4 are slow to respond. They'll message them, and they'll get back  
5 to them two and a half weeks later. I spoke to Nellia at the  
6 County, she got involved, and she said that there needs to be  
7 some changes, so hopefully we will have a better update at the  
8 next meeting. We still have not been refunded, that's \$29,000.

9 **BOARD MEMBER PALLESCHI:** Have we changed our regulations on how  
10 we are doing this?

11 **BY DILLON RADIN:** We did, since this fraud check we are doing  
12 Positive Pay to the point where it has to say exactly what it  
13 says on the check, whereas before, they only verify the amount.

14  
15 **MANAGER'S REPORT**

16 **BY RAYMOND WEBB:** Summer of 2026 is a wrap. It was overall a  
17 super summer, logistically, financially, operationally, it might  
18 be a dynamite summer. No complaints which is always a good way  
19 to take the temperature of our customers and public, so that's  
20 good.

21 **BY CHAIRMAN PASQUA:** One of the best features, no traffic lines  
22 backed up.

23 **BY RAYMOND WEBB:** Every department shares in that credit,  
24 tolls, maintenance, IT, administration, everybody, really rolled  
25 up their sleeves, so the bar is set high for next year. As far

1 as the nor'easter we were ahead on the weather reports. Mark  
2 had the maintenance crew be proactive. We cleared out storm  
3 drains, we battened down hatches, checked the roofs, point  
4 checked all of the connections on IT. One little blip, the  
5 light over the directional sign, the E-ZPass sign, it gave way,  
6 the fitting rotted out, so we just closed the lane for the  
7 weekend. When the weather broke on Monday, the crew went up and  
8 disconnected it. We're in back to school mode, we're  
9 advertising, drive safe, back to school. We'll probably change  
10 that next week as we move on to Columbus Day and the fall. We  
11 did have challenges with the bridge with the watering. We  
12 learned a lot of new things, new approaches. That was a great  
13 truck that we leased, Sharon and I spoke briefly about possibly  
14 procuring one. We're starting to look at that, we've been  
15 looking at some used ones, hopefully we'll have some more  
16 information in October.

17 We use the VMS sign to advertise when we are watering. We have  
18 the arrow board on the truck so no accidents occurred. It was  
19 successful.

20 We have a couple of projects still in the pipeline. This is a  
21 follow up, we asked Basilico to run some numbers for us on the  
22 bearing project, on September 11th they finally put it all  
23 together, fasten your seatbelts, for 3.3 million.

24 **BY BOB ESLINGER:** More than twice what GC Com was.

25 **BY RAYMOND WEBB:** We are back to our friends at GC Com, less

1     than \$30,000.

2     **BY BOB ESLINGER:** I really wouldn't trust anybody except the  
3     two firms we went to. We may be able to get GC Com down. We  
4     had in the drawings that if the bridge doesn't go back to where  
5     we think it's going to go back, then there's a jacking plan.  
6     When I spoke to Chad about that at Basilico, he was very  
7     concerned about that, he threw a lot of money at it because he  
8     said, look, we don't know what's going to happen. I'm thinking  
9     if we go back to GC Com and say, hey, if we have to do that  
10    work, we'll do a T&M, time and material. That takes the unknown  
11    out of his price, I think we can get that number down, if we do  
12    that.

13    **BY RAYMOND WEBB:** On the Lawrence side recently, DOT is  
14    starting to prepare for milling and paving 878 from Seagirt Ramp  
15    to Burnside. They weren't forthcoming sharing any information.  
16    We had the DOT over there, contractors working on the bridge one  
17    night early this week, putting signs up. Mark was able to track  
18    down the project manager, they're going to start hot and heavy  
19    the week of October 12th to November 6th.

20    PSE&G, they took our money, they told us a couple of weeks, and  
21    here we are, from August 12th, pushing two months. I have an  
22    email into them, I didn't hear back from that project manger  
23    from PSE&G, but we're ready for that. LKB left, they're still  
24    working on, there's an email out today. They have some internal  
25    stuff in LKB to work out the plans, but they are on board.

1 National Grid has the draft of the load letter, I'm waiting for  
2 them to comment on what we need. We're going to need a  
3 competent credentialed license for heavy work.

4 **BY BOB ESLINGER:** You may want to have Hinck hire that plumber  
5 because Hinck is doing the overall project, including the new  
6 generator. So to put it in his project, it makes him  
7 responsible for everything. Again, if you hire somebody, and  
8 they don't cooperate with Hinck, and they get in Hinck's way, it  
9 is going to be a problem. It's better to make it all inclusive.

10 **BY RAYMOND WEBB:** Understood. We almost took delivery of the  
11 new snow truck, almost. Mark went out to Bohemia two weeks ago,  
12 and saw the truck, finished, kicked the fires, checked that the  
13 paint was dry and they came back. They delivered it a week  
14 later, hey, great, good luck with the new truck. Mark and the  
15 crew try to run through the motions, the hydraulic line blew,  
16 the door hinge was off.

17 **BY MARK STANISIC:** I couldn't really field test it when we were  
18 there. They did like a dog and pony show where they put the  
19 truck where I couldn't really use it, or go and use it, and we  
20 got it back here.

21 **BY RAYMOND WEBB:** He was very apologetic, they sent the guy  
22 today to pick it up and took it back. That's about it.

23 We did stop that payment, we stopped it right away.

24 That's it for me.

25

1       Upon a motion by the Chairman Pasqua, seconded by Vice Chair  
2 McGrath, and unanimously carried, the Board went into Executive  
3 Session at 7:59.

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

7       Upon a motion by the Chairman Pasqua, seconded by Board Member  
8 Palleschi, and unanimously carried, the Board came out of  
9 Executive Session at 8:26.

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

13       Upon a motion by the Chairman Pasqua, seconded by Vice Chair  
14 McGrath, and unanimously carried, the Board adjourned the  
15 October 15, 2025 meeting.

16                              **ROLL CALL:** Chairman Vincent Pasqua  
17                              Vice Chair Monica McGrath  
18                              Commissioner Arnold Palleschi

19       The meeting was adjourned at 8:26 p.m.

20

21

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VINCENT PASQUA, CHAIRMAN

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

| VOUCHER #   | CHECK # PAID TO                         | AMOUNT    | DESCRIPTION                                            |
|-------------|-----------------------------------------|-----------|--------------------------------------------------------|
| 31541       | 1931 John Voitovich                     | 2,080.00  | Professional Bridge Operator service for August        |
| 31542       | 1932 Staples                            | 607.37    | Office supplies                                        |
| 31543       | 1933 Sprague                            | 10,040    | Gas delivery for August, which supplies NCPD           |
| 31544       | 1934 Great America Financial            | 251.00    | Monthly charges for postage machine August 2026        |
| 31545       | 1935 Ryan, Brennan & Donnelly LLP       | 7,308.33  | Professional service for September 2026                |
| 31546       | 1936 Angel Monzon Landscaping Inc       | 2,000.00  | Trimming of bushes and shrubs on NCBA                  |
| 31547       | 1937 Guardian                           | 4889.70   | Dental premium for September 2026                      |
| 31548       | 1938 T-Mobile                           | 296.36    | Cellular phone service covering 7/23/26-8/22/26        |
| 31549       | 1939 Multi Media Communications         | 2,280.00  | Quarterly fees for website maintenance                 |
| 31550       | 1940 All Hours Energy                   | 238.88    | Repair to AC Unit in Maintenance                       |
| 31551       | 1941 CSEA Employee Benefit Fund         | 559.82    | Platinum Vision Premium for September 2026             |
| 31552       | 1942 NYSID                              | 3,167.35  | Janitorial Services July 2026                          |
| 31553       | 1943 Ocean Janitorial Supply            | 739.59    | Janitorial supplies                                    |
| 31554       | 1944 The Bank of New York Mellon        | 4,750.00  | Annual Trustee fee, Bond, 8/7/26-8/6/27                |
| 31555       | 1945 Altitude Unlimited                 | 36,257.80 | Southside Camera Project, cell internet 4/1/25-8/31/26 |
| 31556       | 1946 Primo Brands                       | 354.79    | Delivery of 25 gallon water bottles                    |
| 31557       | 1947 ULINE                              | 574.85    | Office chair and reflective tape                       |
| 31558       | 1948 Textimony Court Reporting Corp     | 500.00    | Professional stenographic services, 8/19/26            |
| 31559       | 1949 The Revenue Market Inc             | 5,989.00  | Monthly maintenance for September                      |
| 31560       | 1950 Nassau County Bridge Authority     | 243.87    | Petty cash covering 8/19/26-8/27/26                    |
| 31561       | 1951 Unitec Elevator Company            | 555.99    | Quarterly maintenance on elevator, July, August, Sept  |
| 31562       | 1952-1953 De Lage Landen                | 663.00    | Monthly charges for copy machine                       |
| 31563       | 1954 NYSIF Workers' Compensation        | 3,723.52  | Workers Compensation Premium                           |
| 31564-31569 | Payroll vouchers                        |           |                                                        |
| 31570       | 1956 Nassau County Bridge Authority     | 5,437.43  | Petty Cash 8/12/26-9/16/26                             |
| 31571       | 1957 Safe and Sound Armored Courier Inc | 1,225.00  | Pick up service for bridge revenue for August 2026     |
| 31572       | 1958 Arrow Exterminating Co             | 307       | Monthly exterminating service for July 2026            |
| 31573       | 1959 Elavon                             | 5,337.65  | Merchant fees for credit card processing               |

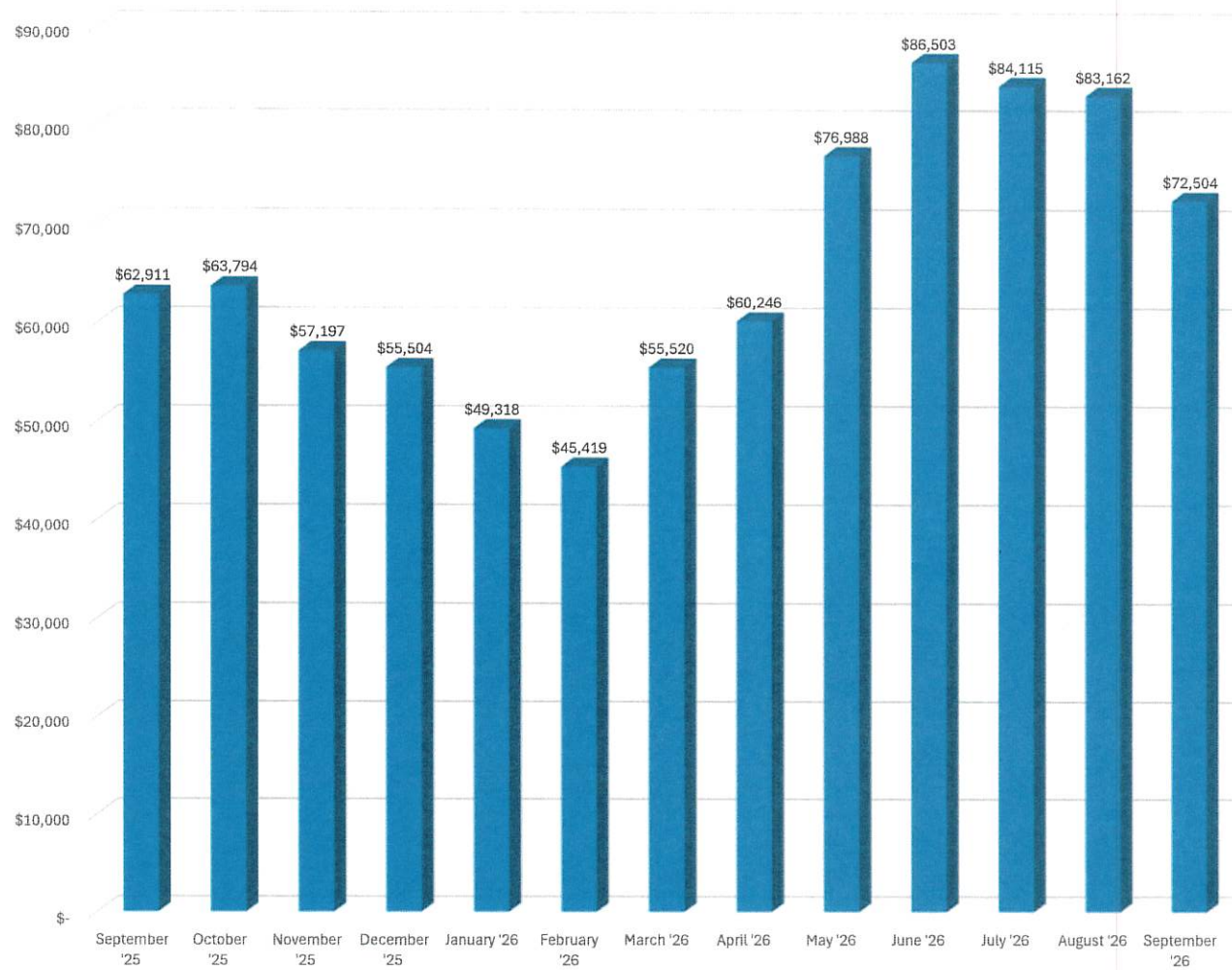
|                              |                                      |            |                                                        |
|------------------------------|--------------------------------------|------------|--------------------------------------------------------|
| 31574                        | 1960 Optimum                         | 463.07     | Network, phone, & internet for September 2026          |
| 31575                        | 1961 Global Fueling Systems          | 699.35     | Monthly maintenance for fuel tank and inspection       |
| 31576                        | 1962 NYS Employees Health Insurance  | 101270.51  | Health Insurance Premium for September 2026            |
| 31577                        | 1963 NYSID                           | 3,213.07   | Janitorial Services for August 2026                    |
| 31578                        | 1964 MTA Bridges and Tunnels         | 6,461.42   | Sponsored Affiliate Agency Fees for MTA 7/1/25-6/30/26 |
| 31579                        | 1965 Lowes                           | 230.72     | Repair parts, cleaning supplies, and drill bits        |
| 31580                        | 1966 LKB Engineering, PLLC           | 31,700.00  | Progress billing for Bulkhead and Electrical Supply    |
| 31581                        | 1967 United Rentals                  | 4,857.60   | Water truck rental 8/11/26-9/8/26                      |
| 31582                        | 1968 The Revenue Market Inc          | 935.75     | Maintenance agreement August 2026                      |
| 31583                        | 1969 Syosset Truck Sales Inc         | 109,500.00 | Balance for new 2024 international truck               |
| 31584                        | 1970 H.O. Penn Machinery Company Inc | 2,196.00   | Emergency generator repairs                            |
| 31585                        | 1971 PSEG                            | 5,186.78   | Electric energy for 8/2/26-9/1/26                      |
| 31586                        | 1972 National Grid                   | 19.23      | Gas energy supplied covering 8/7/26-9/4/26             |
| 31587                        | 1973 ADP, Inc                        | 2,359.53   | Employee services, management reports for August       |
| 31588                        | 1974 Grainger                        | 1,135.62   | Uniform and maintenance supplies                       |
| 31589                        | 1975-1989 Medicare Reimbursement     | 12,174.00  | Reimbursment                                           |
| 31590                        | 1990 Core BTS Inc                    | 6,295.36   | Cables for cameras and supplies                        |
| 31591                        | 1991 Nassau County Bridge Authority  | 396.17     | Monthly charges for copy machine                       |
| 31592-31598 Payroll vouchers |                                      |            |                                                        |

**Total:****\$389,472.38**

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

**Total Revenue** \$ 853,181

**# of Transactions** 194,644



**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
For the Month Ended September 30, 2026

|                                    | September 2026 Actual vs September 2026 Budget |                   |                   |                 | September 2026 Actual vs September 2025 Actual |                     |                     |                 |
|------------------------------------|------------------------------------------------|-------------------|-------------------|-----------------|------------------------------------------------|---------------------|---------------------|-----------------|
|                                    | Actual                                         | Budget            | Variance          | Percentage      | 2026                                           | 2025                | Variance            | Percentage      |
| <b>REVENUES</b>                    |                                                |                   |                   |                 |                                                |                     |                     |                 |
| 40000 EZ Pass Discounted Tags      | \$ 94,669                                      | \$ 113,900        | \$ (19,231)       | (16.88)%        | \$ 94,669                                      | \$ 100,074          | \$ (5,405)          | (5.40)%         |
| 40001 EZ Pass Fares - MTA          | 816,791                                        | 574,857           | 241,934           | 42.09 %         | 816,791                                        | 1,001,857           | (185,066)           | (18.47)%        |
| 40003 Toll Receipts/Cash           | 125,340                                        | 139,118           | (13,778)          | (9.90)%         | 125,340                                        | 152,048             | (26,708)            | (17.57)%        |
| 40007 Commercial Decals            | -                                              | -                 | -                 | N/A             | -                                              | -                   | -                   | N/A             |
| 40008 NICE Buses                   | -                                              | -                 | -                 | N/A             | -                                              | 1,923               | (1,923)             | (100.00)%       |
| 40009 School Buses                 | 48                                             | -                 | 48                | N/A             | 48                                             | 654                 | (606)               | (92.66)%        |
| 40011 Special Occurences           | -                                              | -                 | -                 | N/A             | -                                              | -                   | -                   | N/A             |
| 40013 Invoiced                     | 6,704                                          | 5,100             | 1,604             | 31.45 %         | 6,704                                          | 5,468               | 1,236               | 22.60 %         |
| 40020 Returns & Refunds            | -                                              | -                 | -                 | N/A             | -                                              | -                   | -                   | N/A             |
| 40021 Credit Card *                | 72,504                                         | 35,700            | 36,804            | 103.09 %        | 72,504                                         | 62,911              | 9,593               | 15.25 %         |
| <b>Subtotal - Operating Income</b> | <b>1,116,056</b>                               | <b>868,675</b>    | <b>247,381</b>    | <b>28.48 %</b>  | <b>1,116,056</b>                               | <b>1,324,935</b>    | <b>(208,879)</b>    | <b>(15.77)%</b> |
| 40015 Overages                     | -                                              | 100               | (100)             | (100.00)%       | -                                              | -                   | -                   | N/A             |
| 40016 Shortages                    | 14                                             | (100)             | 114               | 114.00 %        | 14                                             | -                   | 14                  | N/A             |
| 41000 Interest - Operating Account | 24,986                                         | 5,100             | 19,886            | 389.92 %        | 24,986                                         | 23,037              | 1,949               | 8.46 %          |
| 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 | 10,000                                         | 10,000            | -                 | - %             | 10,000                                         | 10,000              | -                   | - %             |
| 42005 Insurance Reimbursement      | -                                              | -                 | -                 | N/A             | -                                              | -                   | -                   | N/A             |
| 42006 Fuel Reimbursement           | -                                              | -                 | -                 | N/A             | -                                              | -                   | -                   | N/A             |
| <b>Subtotal - Other Income</b>     | <b>35,000</b>                                  | <b>15,100</b>     | <b>19,900</b>     | <b>131.79 %</b> | <b>35,000</b>                                  | <b>33,037</b>       | <b>1,963</b>        | <b>5.94 %</b>   |
| <b>TOTAL REVENUES</b>              | <b>\$ 1,151,056</b>                            | <b>\$ 883,775</b> | <b>\$ 267,281</b> | <b>30.24 %</b>  | <b>\$ 1,151,056</b>                            | <b>\$ 1,357,972</b> | <b>\$ (206,916)</b> | <b>(15.24)%</b> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
For the Month Ended September 30, 2026

| September 2026 Actual vs September 2026 Budget |                            |         |         |          |          | September 2026 Actual vs September 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           | 104,472 | 87,726  | 16,746   | 19.09 %  | 104,472                                        | 81,220  | 23,252   | 28.63 %    |
| 60002                                          | Salaries - Maintenance     | 47,375  | 64,547  | (17,172) | (26.60)% | 47,375                                         | 57,652  | (10,277) | (17.83)%   |
| 60003                                          | Salaries-Overtime          | 29,539  | 18,969  | 10,570   | 55.72 %  | 29,539                                         | 21,635  | 7,904    | 36.53 %    |
| 60004                                          | Salary-Other               |         |         | -        | N/A      |                                                |         | -        | N/A        |
| 60005                                          | Salaries - IT              | 12,792  | 14,688  | (1,896)  | (12.91)% | 12,792                                         | 13,258  | (466)    | (3.51)%    |
| 60050                                          | Health Insurance Premiums  | 104,244 | 73,320  | 30,924   | 42.18 %  | 104,244                                        | 84,793  | 19,451   | 22.94 %    |
| 60051                                          | Dental Insurance           | 4,890   | 3,863   | 1,027    | 26.59 %  | 4,890                                          | 3,608   | 1,282    | 35.53 %    |
| 60052                                          | Platinum Optical Expense   | 560     | 412     | 148      | 35.92 %  | 560                                            | 487     | 73       | 14.99 %    |
| 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       | (85)    |         | (85)     | N/A      | (85)                                           | (79)    | (6)      | 7.59 %     |
| 60056                                          | Other Employee Benefits    |         |         | -        | N/A      |                                                |         | -        | N/A        |
| 60100                                          | Payroll Taxes              | 17,254  | 16,667  | 587      | 3.52 %   | 17,254                                         | 15,393  | 1,861    | 12.09 %    |
| 60101                                          | New York Metro Tax - (MTA) | 767     | 750     | 17       | 2.27 %   | 767                                            | 684     | 83       | 12.13 %    |
| 60150                                          | Pension Plan Contributions |         |         | -        | N/A      |                                                |         | -        | N/A        |
| 60200                                          | ADP Payroll Service        | 2,360   | 1,403   | 957      | 68.21 %  | 2,360                                          | 1,429   | 931      | 65.15 %    |
| Total Payroll & Related Expenses               |                            | 359,260 | 320,968 | 38,292   | 11.93 %  | 359,260                                        | 309,939 | 49,321   | 15.91 %    |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
For the Month Ended September 30, 2026

|                                     | September 2026 Actual vs September 2026 Budget |                |                 |                 | September 2026 Actual vs September 2025 Actual |                |                 |                 |
|-------------------------------------|------------------------------------------------|----------------|-----------------|-----------------|------------------------------------------------|----------------|-----------------|-----------------|
|                                     | Actual                                         | Budget         | Variance        | Percentage      | 2026                                           | 2025           | Variance        | Percentage      |
| <b>Operating Expenses</b>           |                                                |                |                 |                 |                                                |                |                 |                 |
| 60400 IT (Altitude)                 | 42,553                                         |                | 42,553          | N/A             | 42,553                                         |                | 42,553          | N/A             |
| 60450 IT (TRMI)                     | 6,925                                          |                | 6,925           | N/A             | 6,925                                          |                | 6,925           | N/A             |
| 60500 Insurance                     |                                                | 48,109         | (48,109)        | (100.00)%       |                                                |                | -               | N/A             |
| 60550 Biennial Inspection           |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 60600 Repairs & Maintenance         | 12,045                                         | 30,273         | (18,228)        | (60.21)%        | 12,045                                         | 71,931         | (59,886)        | (83.25)%        |
| 60601 Emergency Repairs & Maint.    |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 60603 Toll Lane Maintenance         |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 60604 Preventative Maintenance      |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 60605 Fire Protection               |                                                | 613            | (613)           | (100.00)%       |                                                | 1,006          | (1,006)         | (100.00)%       |
| 60650 EZ Pass Membership Cost       |                                                | 8,333          | (8,333)         | (100.00)%       |                                                |                | -               | N/A             |
| 60651 EZ Pass Maintenance Cost      |                                                | 10,053         | (10,053)        | (100.00)%       |                                                | 13,371         | (13,371)        | (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)%       |                                                | 14,158         | (14,158)        | (100.00)%       |
| 60800 Invoiced Revenue Expenses     |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 60850 Utilities                     | 5,306                                          | 9,639          | (4,333)         | (44.95)%        | 5,306                                          | 5,976          | (670)           | (11.21)%        |
| 60851 Telephone                     | 1,363                                          | 1,219          | 144             | 11.81 %         | 1,363                                          | 1,600          | (237)           | (14.81)%        |
| 60900 General IT                    | 2,717                                          | 7,333          | (4,616)         | (62.95)%        | 2,717                                          | 2,720          | (3)             | (0.11)%         |
| 60950 Office, Stationery, & Postage | 12,856                                         | 9,731          | 3,125           | 32.11 %         | 12,856                                         | 1,716          | 11,140          | 649.18 %        |
| 70000 Uniforms                      | 1,610                                          | 1,444          | 166             | 11.50 %         | 1,610                                          | 870            | 740             | 85.06 %         |
| 70050 Automobile                    | 210                                            | 1,684          | (1,474)         | (87.53)%        | 210                                            | (3,759)        | 3,969           | 105.59 %        |
| 70150 Armored Carrier               | 1,225                                          | 1,720          | (495)           | (28.78)%        | 1,225                                          |                | 1,225           | N/A             |
| 70200 Office Cleaning               |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| 70250 Seminars & Conferences        |                                                | 86             | (86)            | (100.00)%       |                                                |                | -               | N/A             |
| 70300 Other Professional Fees       | 9,888                                          | 32,586         | (22,698)        | (69.66)%        | 9,888                                          | 6,633          | 3,255           | 49.07 %         |
| 70350 MTA Support Costs             | 6,461                                          |                | 6,461           | N/A             | 6,461                                          |                | 6,461           | N/A             |
| 70400 Bank Service Charges          | 10                                             | 64             | (54)            | (84.38)%        | 10                                             |                | 10              | N/A             |
| 70401 MTA Credit Card Fees          | 16,797                                         | 13,125         | 3,672           | 27.98 %         | 16,797                                         | 31,405         | (14,608)        | (46.51)%        |
| 70402 Credit Card Fees              | 5,338                                          | 3,480          | 1,858           | 53.39 %         | 5,338                                          | 10,573         | (5,235)         | (49.51)%        |
| 70450 Miscellaneous                 | 229                                            | 142            | 87              | 61.27 %         | 229                                            | 209            | 20              | 9.57 %          |
| 70451 Traffic & Toll Study          |                                                |                | -               | N/A             |                                                |                | -               | N/A             |
| <b>Total Operating Expenses</b>     | <b>125,533</b>                                 | <b>190,592</b> | <b>(65,059)</b> | <b>(34.14)%</b> | <b>125,533</b>                                 | <b>158,409</b> | <b>(32,876)</b> | <b>(20.75)%</b> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
For the Month Ended September 30, 2026

|                            | September 2026 Actual vs September 2026 Budget |                   |                   |                 | September 2026 Actual vs September 2025 Actual |                   |                    |                 |
|----------------------------|------------------------------------------------|-------------------|-------------------|-----------------|------------------------------------------------|-------------------|--------------------|-----------------|
|                            | Actual                                         | Budget            | Variance          | Percentage      | 2026                                           | 2025              | Variance           | Percentage      |
| <b>Serial Bonds</b>        |                                                |                   |                   |                 |                                                |                   |                    |                 |
| 70650 Bond Interest        |                                                | 154,275           | (154,275)         | (100.00)%       |                                                | 161,400           | (161,400)          | (100.00)%       |
| 70652 Bond Trustee Fees    | 4,750                                          |                   | 4,750             | N/A             | 4,750                                          |                   | 4,750              | N/A             |
| <b>Total Serial Bonds</b>  | <u>4,750</u>                                   | <u>154,275</u>    | <u>(149,525)</u>  | <u>(96.92)%</u> | <u>4,750</u>                                   | <u>161,400</u>    | <u>(156,650)</u>   | <u>(97.06)%</u> |
| <b>Total Cash Expenses</b> | <b>489,543</b>                                 | <b>665,835</b>    | <b>(176,292)</b>  | <b>(26.48)%</b> | <b>489,543</b>                                 | <b>629,748</b>    | <b>(140,205)</b>   | <b>(22.26)%</b> |
| <b>CASH INCREASE</b>       | <b>\$ 661,513</b>                              | <b>\$ 217,940</b> | <b>\$ 443,573</b> | <b>203.53 %</b> | <b>\$ 661,513</b>                              | <b>\$ 728,224</b> | <b>\$ (66,711)</b> | <b>(9.16)%</b>  |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
For the Month Ended September 30, 2026

|                                     | September 2026 Actual vs September 2026 Budget |                    |                     |                 | September 2026 Actual vs September 2025 Actual |                   |                     |                 |
|-------------------------------------|------------------------------------------------|--------------------|---------------------|-----------------|------------------------------------------------|-------------------|---------------------|-----------------|
|                                     | Actual                                         | Budget             | Variance            | Percentage      | 2026                                           | 2025              | Variance            | Percentage      |
| <b>Non-Cash Expenses</b>            |                                                |                    |                     |                 |                                                |                   |                     |                 |
| 70750 Other Postemployment Benefits | 43,096                                         | 83,999             | (40,903)            | (48.69)%        | 43,096                                         | 35,267            | 7,829               | 22.20 %         |
| <b>Depreciation Expense</b>         |                                                |                    |                     |                 |                                                |                   |                     |                 |
| 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             |
| <b>Total Non-Cash Expenses</b>      | <u>245,859</u>                                 | <u>312,363</u>     | <u>(66,504)</u>     | <u>(21.29)%</u> | <u>245,859</u>                                 | <u>238,030</u>    | <u>7,829</u>        | <u>3.29 %</u>   |
| <b>TOTAL EXPENSES</b>               | <u>\$ 735,402</u>                              | <u>\$ 978,198</u>  | <u>\$ (242,796)</u> | <u>(24.82)%</u> | <u>\$ 735,402</u>                              | <u>\$ 867,778</u> | <u>\$ (132,376)</u> | <u>(15.25)%</u> |
| <b>NET INCOME (LOSS)</b>            | <u>\$ 415,654</u>                              | <u>\$ (94,423)</u> | <u>\$ 510,077</u>   | <u>540.20 %</u> | <u>\$ 415,654</u>                              | <u>\$ 490,194</u> | <u>\$ (74,540)</u>  | <u>(15.21)%</u> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
Year-to-Date for the Period Ended September 30, 2026

|                                    | 2026 YTD Actual vs 2026 YTD Budget |                     |                     |                 | 2026 YTD Actual vs 2025 YTD Actual |                      |                   |                |
|------------------------------------|------------------------------------|---------------------|---------------------|-----------------|------------------------------------|----------------------|-------------------|----------------|
|                                    | Actual                             | Budget              | Variance            | Percentage      | 2026                               | 2025                 | Variance          | Percentage     |
| <b>REVENUES</b>                    |                                    |                     |                     |                 |                                    |                      |                   |                |
| 40000 EZ Pass Discounted Tags      | \$ 827,951                         | \$ 1,025,100        | \$ (197,149)        | (19.23)%        | \$ 827,951                         | \$ 885,172           | \$ (57,221)       | (6.46)%        |
| 40001 EZ Pass Fares - MTA          | 7,377,036                          | 6,404,672           | 972,364             | 15.18 %         | 7,377,036                          | 7,198,433            | 178,603           | 2.48 %         |
| 40003 Toll Receipts/Cash           | 1,223,882                          | 1,469,459           | (245,577)           | (16.71)%        | 1,223,882                          | 1,452,738            | (228,856)         | (15.75)%       |
| 40007 Commercial Decals            | -                                  | -                   | -                   | N/A             | -                                  | -                    | -                 | N/A            |
| 40008 NICE Buses                   | 4,080                              | 5,100               | (1,020)             | (20.00)%        | 4,080                              | 3,363                | 717               | 21.32 %        |
| 40009 School Buses                 | 1,308                              | 5,100               | (3,792)             | (74.35)%        | 1,308                              | 654                  | 654               | 100.00 %       |
| 40011 Special Occurences           | -                                  | 1,530               | (1,530)             | (100.00)%       | -                                  | -                    | -                 | N/A            |
| 40013 Invoiced                     | 51,855                             | 45,900              | 5,955               | 12.97 %         | 51,855                             | 48,868               | 2,987             | 6.11 %         |
| 40020 Returns & Refunds            | (788)                              | -                   | (788)               | N/A             | (788)                              | 436                  | (1,224)           | (280.73)%      |
| 40021 Credit Card *                | 613,775                            | 312,630             | 301,145             | 96.33 %         | 613,775                            | 494,999              | 118,776           | 24.00 %        |
| <b>Subtotal - Operating Income</b> | <b>10,099,099</b>                  | <b>9,269,491</b>    | <b>829,608</b>      | <b>8.95 %</b>   | <b>10,099,099</b>                  | <b>10,084,663</b>    | <b>14,436</b>     | <b>0.14 %</b>  |
| 40015 Overages                     | 20                                 | 900                 | (880)               | (97.78)%        | 20                                 | (18)                 | 38                | 211.11 %       |
| 40016 Shortages                    | 225                                | (900)               | 1,125               | 125.00 %        | 225                                | (84)                 | 309               | 367.86 %       |
| 41000 Interest - Operating Account | 197,140                            | 40,800              | 156,340             | 383.19 %        | 197,140                            | 177,503              | 19,637            | 11.06 %        |
| 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 | 10,000                             | 10,000              | -                   | - %             | 10,000                             | 10,000               | -                 | - %            |
| 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            |
| <b>Subtotal - Other Income</b>     | <b>584,131</b>                     | <b>234,400</b>      | <b>349,731</b>      | <b>149.20 %</b> | <b>584,131</b>                     | <b>315,484</b>       | <b>268,647</b>    | <b>85.15 %</b> |
| <b>TOTAL REVENUES</b>              | <b>\$ 10,683,230</b>               | <b>\$ 9,503,891</b> | <b>\$ 1,179,339</b> | <b>12.41 %</b>  | <b>\$ 10,683,230</b>               | <b>\$ 10,400,147</b> | <b>\$ 283,083</b> | <b>2.72 %</b>  |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
Year-to-Date for the Period Ended September 30, 2026

| 2026 YTD Actual vs 2026 YTD Budget          |                  |                  |                |                | 2026 YTD Actual vs 2025 YTD Actual |                  |                |                |
|---------------------------------------------|------------------|------------------|----------------|----------------|------------------------------------|------------------|----------------|----------------|
|                                             | Actual           | Budget           | Variance       | Percentage     | 2026                               | 2025             | Variance       | Percentage     |
| <b>EXPENSES</b>                             |                  |                  |                |                |                                    |                  |                |                |
| <b>Payroll &amp; Related Expenses</b>       |                  |                  |                |                |                                    |                  |                |                |
| 60000 Salaries - Administration             | 301,461          | 329,549          | (28,088)       | (8.52)%        | 301,461                            | 297,120          | 4,341          | 1.46 %         |
| 60001 Salaries - Tolls                      | 873,835          | 789,534          | 84,301         | 10.68 %        | 873,835                            | 757,640          | 116,195        | 15.34 %        |
| 60002 Salaries - Maintenance                | 482,247          | 580,920          | (98,673)       | (16.99)%       | 482,247                            | 530,414          | (48,167)       | (9.08)%        |
| 60003 Salaries-Overtime                     | 245,698          | 170,723          | 74,975         | 43.92 %        | 245,698                            | 191,386          | 54,312         | 28.38 %        |
| 60004 Salary-Other                          | 113,095          |                  | 113,095        | N/A            | 113,095                            |                  | 113,095        | N/A            |
| 60005 Salaries - IT                         | 126,821          | 132,188          | (5,367)        | (4.06)%        | 126,821                            | 125,284          | 1,537          | 1.23 %         |
| 60050 Health Insurance Premiums             | 798,238          | 659,877          | 138,361        | 20.97 %        | 798,238                            | 705,173          | 93,065         | 13.20 %        |
| 60051 Dental Insurance                      | 39,598           | 34,763           | 4,835          | 13.91 %        | 39,598                             | 30,155           | 9,443          | 31.31 %        |
| 60052 Platinum Optical Expense              | 4,771            | 3,708            | 1,063          | 28.67 %        | 4,771                              | 7,873            | (3,102)        | (39.40)%       |
| 60053 Workers' Compensation                 | 32,068           | 18,050           | 14,018         | 77.66 %        | 32,068                             | 37,808           | (5,740)        | (15.18)%       |
| 60054 NYS Unemployment Insurance            | 10,322           | 7,523            | 2,799          | 37.21 %        | 10,322                             |                  | 10,322         | N/A            |
| 60055 Disability Insurance                  | 6,938            | 4,500            | 2,438          | 54.18 %        | 6,938                              | 6,367            | 571            | 8.97 %         |
| 60056 Other Employee Benefits               |                  |                  | -              | N/A            |                                    |                  | -              | N/A            |
| 60100 Payroll Taxes                         | 163,952          | 150,000          | 13,952         | 9.30 %         | 163,952                            | 145,491          | 18,461         | 12.69 %        |
| 60101 New York Metro Tax - (MTA)            | 7,286            | 6,750            | 536            | 7.94 %         | 7,286                              | 6,467            | 819            | 12.66 %        |
| 60150 Pension Plan Contributions            |                  |                  | -              | N/A            |                                    |                  | -              | N/A            |
| 60200 ADP Payroll Service                   | 17,692           | 12,629           | 5,063          | 40.09 %        | 17,692                             | 12,456           | 5,236          | 42.04 %        |
| <b>Total Payroll &amp; Related Expenses</b> | <b>3,224,022</b> | <b>2,900,714</b> | <b>323,308</b> | <b>11.15 %</b> | <b>3,224,022</b>                   | <b>2,853,634</b> | <b>370,388</b> | <b>12.98 %</b> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
Year-to-Date for the Period Ended September 30, 2026

|                                     | 2026 YTD Actual vs 2026 YTD Budget |                  |                |                | 2026 YTD Actual vs 2025 YTD Actual |                  |                |                |
|-------------------------------------|------------------------------------|------------------|----------------|----------------|------------------------------------|------------------|----------------|----------------|
|                                     | Actual                             | Budget           | Variance       | Percentage     | 2026                               | 2025             | Variance       | Percentage     |
| <b>Operating Expenses</b>           |                                    |                  |                |                |                                    |                  |                |                |
| 60400 IT (Altitude)                 | 59,745                             |                  | 59,745         | N/A            | 59,745                             |                  | 59,745         | N/A            |
| 60450 IT (TRMI)                     | 74,936                             |                  | 74,936         | N/A            | 74,936                             |                  | 74,936         | 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         | 179,182                            | 272,453          | (93,271)       | (34.23)%       | 179,182                            | 219,715          | (40,533)       | (18.45)%       |
| 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               |                                    | 5,513            | (5,513)        | (100.00)%      |                                    | 3,018            | (3,018)        | (100.00)%      |
| 60650 EZ Pass Membership Cost       |                                    | 75,000           | (75,000)       | (100.00)%      |                                    |                  | -              | N/A            |
| 60651 EZ Pass Maintenance Cost      | 77,802                             | 90,478           | (12,676)       | (14.01)%       | 77,802                             | 77,214           | 588            | 0.76 %         |
| 60652 EZ Pass Transaction Costs     |                                    | 75,000           | (75,000)       | (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                              | 23,625           | (17,851)       | (75.56)%       | 5,774                              | 88,818           | (83,044)       | (93.50)%       |
| 60800 Invoiced Revenue Expenses     |                                    |                  | -              | N/A            |                                    |                  | -              | N/A            |
| 60850 Utilities                     | 83,234                             | 86,755           | (3,521)        | (4.06)%        | 83,234                             | 80,038           | 3,196          | 3.99 %         |
| 60851 Telephone                     | 12,193                             | 10,969           | 1,224          | 11.16 %        | 12,193                             | 11,344           | 849            | 7.48 %         |
| 60900 General IT                    | 51,856                             | 66,000           | (14,144)       | (21.43)%       | 51,856                             | 49,540           | 2,316          | 4.68 %         |
| 60950 Office, Stationery, & Postage | 78,690                             | 87,575           | (8,885)        | (10.15)%       | 78,690                             | 7,008            | 71,682         | 1,022.86 %     |
| 70000 Uniforms                      | 21,651                             | 12,994           | 8,657          | 66.62 %        | 21,651                             | 1,501            | 20,150         | 1,342.44 %     |
| 70050 Automobile                    | 26,965                             | 15,160           | 11,805         | 77.87 %        | 26,965                             | 16,671           | 10,294         | 61.75 %        |
| 70150 Armored Carrier               | 15,520                             | 15,477           | 43             | 0.28 %         | 15,520                             | 10,620           | 4,900          | 46.14 %        |
| 70200 Office Cleaning               |                                    |                  | -              | N/A            |                                    |                  | -              | N/A            |
| 70250 Seminars & Conferences        |                                    | 772              | (772)          | (100.00)%      |                                    | 1,000            | (1,000)        | (100.00)%      |
| 70300 Other Professional Fees       | 285,913                            | 293,273          | (7,360)        | (2.51)%        | 285,913                            | 213,935          | 71,978         | 33.64 %        |
| 70350 MTA Support Costs             | 6,461                              |                  | 6,461          | N/A            | 6,461                              | 3,664            | 2,797          | 76.34 %        |
| 70400 Bank Service Charges          | 85                                 | 579              | (494)          | (85.32)%       | 85                                 |                  | 85             | N/A            |
| 70401 MTA Credit Card Fees          | 97,580                             | 118,125          | (20,545)       | (17.39)%       | 97,580                             | 76,319           | 21,261         | 27.86 %        |
| 70402 Credit Card Fees              | 76,700                             | 31,320           | 45,380         | 144.89 %       | 76,700                             | 26,514           | 50,186         | 189.28 %       |
| 70450 Miscellaneous                 | 9,729                              | 1,282            | 8,447          | 658.89 %       | 9,729                              | 1,731            | 7,998          | 462.05 %       |
| 70451 Traffic & Toll Study          |                                    |                  | -              | N/A            |                                    |                  | -              | N/A            |
| <b>Total Operating Expenses</b>     | <b>2,194,796</b>                   | <b>1,859,658</b> | <b>335,138</b> | <b>18.02 %</b> | <b>2,194,796</b>                   | <b>1,768,336</b> | <b>426,460</b> | <b>24.12 %</b> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
Year-to-Date for the Period Ended September 30, 2026

|                            | 2026 YTD Actual vs 2026 YTD Budget |                     |                   |                 | 2026 YTD Actual vs 2025 YTD Actual |                     |                     |                 |
|----------------------------|------------------------------------|---------------------|-------------------|-----------------|------------------------------------|---------------------|---------------------|-----------------|
|                            | Actual                             | Budget              | Variance          | Percentage      | 2026                               | 2025                | Variance            | Percentage      |
| <b>Serial Bonds</b>        |                                    |                     |                   |                 |                                    |                     |                     |                 |
| 70650 Bond Interest        | 154,275                            | 308,550             | (154,275)         | (50.00)%        | 154,275                            | 322,800             | (168,525)           | (52.21)%        |
| 70652 Bond Trustee Fees    | 9,500                              | 5,186               | 4,314             | 83.19 %         | 9,500                              |                     | 9,500               | N/A             |
| <b>Total Serial Bonds</b>  | <b>163,775</b>                     | <b>313,736</b>      | <b>(149,961)</b>  | <b>(47.80)%</b> | <b>163,775</b>                     | <b>322,800</b>      | <b>(159,025)</b>    | <b>(49.26)%</b> |
| <b>Total Cash Expenses</b> | <b>5,582,593</b>                   | <b>5,074,108</b>    | <b>508,485</b>    | <b>10.02 %</b>  | <b>5,582,593</b>                   | <b>4,944,770</b>    | <b>637,823</b>      | <b>12.90 %</b>  |
| <b>CASH INCREASE</b>       | <b>\$ 5,100,637</b>                | <b>\$ 4,429,783</b> | <b>\$ 670,854</b> | <b>15.14 %</b>  | <b>\$ 5,100,637</b>                | <b>\$ 5,455,377</b> | <b>\$ (354,740)</b> | <b>(6.50)%</b>  |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Budget Variance Report**  
Year-to-Date for the Period Ended September 30, 2026

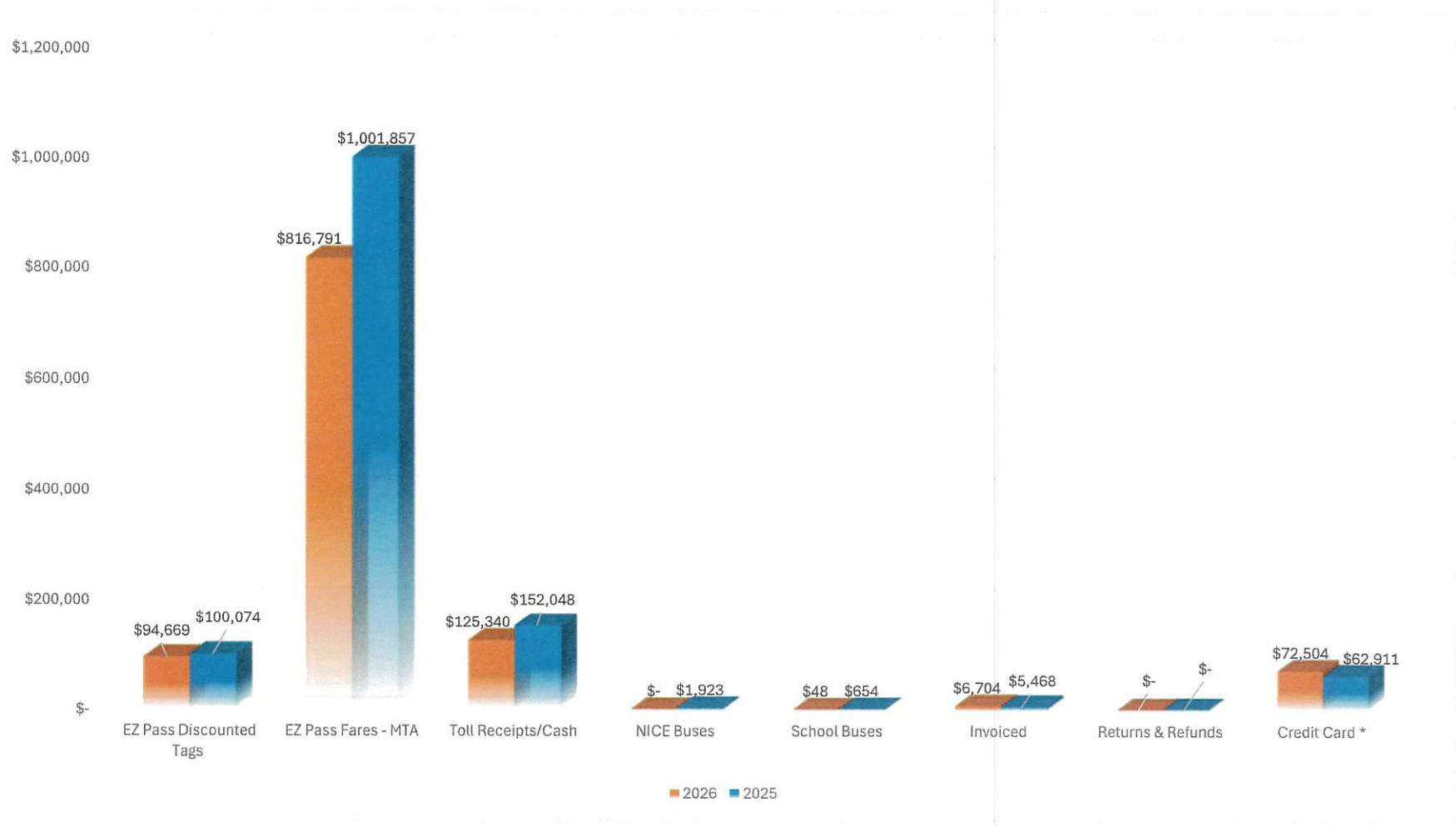
|                                     | 2026 YTD Actual vs 2026 YTD Budget |                     |                     |            | 2026 YTD Actual vs 2025 YTD Actual |                     |                     |            |
|-------------------------------------|------------------------------------|---------------------|---------------------|------------|------------------------------------|---------------------|---------------------|------------|
|                                     | Actual                             | Budget              | Variance            | Percentage | 2026                               | 2025                | Variance            | Percentage |
| <b>Non-Cash Expenses</b>            |                                    |                     |                     |            |                                    |                     |                     |            |
| 70750 Other Postemployment Benefits | 380,031                            | 755,987             | (375,956)           | (49.73)%   | 380,031                            | 317,401             | 62,630              | 19.73 %    |
| <b>Depreciation Expense</b>         |                                    |                     |                     |            |                                    |                     |                     |            |
| 70800 Bridge Rehabilitation         | 758,895                            | 1,020,672           | (261,777)           | (25.65)%   | 758,895                            | 758,895             | -                   | - %        |
| 70801 Furniture & Equipment         | 59,052                             | 55,476              | 3,576               | 6.45 %     | 59,052                             | 59,052              | -                   | - %        |
| 70802 Computer Equipment            | 15,166                             | 15,300              | (134)               | (0.88)%    | 15,166                             | 15,166              | -                   | - %        |
| 70803 Building Improvements         | 49,271                             | 46,503              | 2,768               | 5.95 %     | 49,271                             | 49,271              | -                   | - %        |
| 70804 Toll Equipment Upgrade        | 144,032                            | 117,286             | 26,746              | 22.80 %    | 144,032                            | 144,032             | -                   | - %        |
| 70805 Tollbooth HVAC Upgrade        | 1,769                              | 33,147              | (31,378)            | (94.66)%   | 1,769                              | 1,769               | -                   | - %        |
| 70806 Roadway                       | 78,788                             | 90,135              | (11,347)            | (12.59)%   | 78,788                             | 78,788              | -                   | - %        |
| 70807 Lock Motor Replacement        | 8,066                              | 8,064               | 2                   | 0.02 %     | 8,066                              | 8,066               | -                   | - %        |
| 70808 New Bulkhead Rehabilitation   | 1,805                              | 1,800               | 5                   | 0.28 %     | 1,805                              | 1,805               | -                   | - %        |
| 70809 New Gas Meter                 | 1,011                              | 1,008               | 3                   | 0.30 %     | 1,011                              | 1,011               | -                   | - %        |
| 70810 Mechanical & Electric Grid    | 281,702                            | 281,547             | 155                 | 0.06 %     | 281,702                            | 281,702             | -                   | - %        |
| 70812 Replace Fuel Tanks            | 2,642                              | 2,646               | (4)                 | (0.15)%    | 2,642                              | 2,642               | -                   | - %        |
| 70813 Bridge Tower Renovation       | 18,165                             | 10,791              | 7,374               | 68.33 %    | 18,165                             | 18,165              | -                   | - %        |
| 70814 Timber Fender System          | 20,345                             | 20,349              | (4)                 | (0.02)%    | 20,345                             | 20,345              | -                   | - %        |
| 70815 Grating & Painting            | 333,650                            | 342,000             | (8,350)             | (2.44)%    | 333,650                            | 333,650             | -                   | - %        |
| 70816 Step Down Trans Elev          | 8,997                              | 8,546               | 451                 | 5.28 %     | 8,997                              | 8,997               | -                   | - %        |
| 70817 Website Development           | 1,873                              |                     | 1,873               | N/A        | 1,873                              | 1,873               | -                   | - %        |
| 70818 Bridge Substructure           | 38,285                             |                     | 38,285              | N/A        | 38,285                             | 38,285              | -                   | - %        |
| 70819 Security System               | 1,337                              |                     | 1,337               | N/A        | 1,337                              | 1,337               | -                   | - %        |
| 70817 Website                       |                                    |                     | -                   | N/A        |                                    |                     | -                   | N/A        |
| 70818 Bridge Substructures          |                                    |                     | -                   | N/A        |                                    |                     | -                   | N/A        |
| <b>Total Non-Cash Expenses</b>      | <u>2,204,882</u>                   | <u>2,811,257</u>    | <u>(606,375)</u>    | (21.57)%   | <u>2,204,882</u>                   | <u>2,142,252</u>    | <u>62,630</u>       | 2.92 %     |
| <b>TOTAL EXPENSES</b>               | <u>\$ 7,787,475</u>                | <u>\$ 7,885,365</u> | <u>\$ (97,890)</u>  | (1.24)%    | <u>\$ 7,787,475</u>                | <u>\$ 7,087,022</u> | <u>\$ 700,453</u>   | 9.88 %     |
| <b>NET INCOME</b>                   | <u>\$ 2,895,755</u>                | <u>\$ 1,618,526</u> | <u>\$ 1,277,229</u> | 78.91 %    | <u>\$ 2,895,755</u>                | <u>\$ 3,313,125</u> | <u>\$ (417,370)</u> | (12.60)%   |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Traffic Statistics**

For the Months Ended September 30, 2026 and September 30, 2025

|                         | <u>2026</u>         | <u>2025</u>         | <u>Variance</u>     | <u>Percentage</u> |
|-------------------------|---------------------|---------------------|---------------------|-------------------|
| <b>PASSAGES</b>         | 440,616             | 437,300             |                     |                   |
| <b>REVENUES</b>         |                     |                     |                     |                   |
| EZ Pass Discounted Tags | \$ 94,669           | \$ 100,074          | \$ (5,405)          | (5.40)%           |
| EZ Pass Fares - MTA     | 816,791             | 1,001,857           | (185,066)           | (18.47)%          |
| Toll Receipts/Cash      | 125,340             | 152,048             | (26,708)            | (17.57)%          |
| Commercial Decals       | -                   | -                   | -                   | N/A               |
| NICE Buses              | -                   | 1,923               | (1,923)             | (100.00)%         |
| School Buses            | 48                  | 654                 | (606)               | (92.66)%          |
| Special Occurences      | -                   | -                   | -                   | N/A               |
| Invoiced                | 6,704               | 5,468               | 1,236               | 22.60 %           |
| Returns & Refunds       | -                   | -                   | -                   | N/A               |
| Credit Card *           | 72,504              | 62,911              | 9,593               | 15.25 %           |
|                         | <u>\$ 1,116,056</u> | <u>\$ 1,324,935</u> | <u>\$ (208,879)</u> | (15.77)%          |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Traffic Statistics**  
For the Months Ended September 30, 2026 and September 30, 2025



**NASSAU COUNTY BRIDGE AUTHORITY**  
**Traffic Statistics**

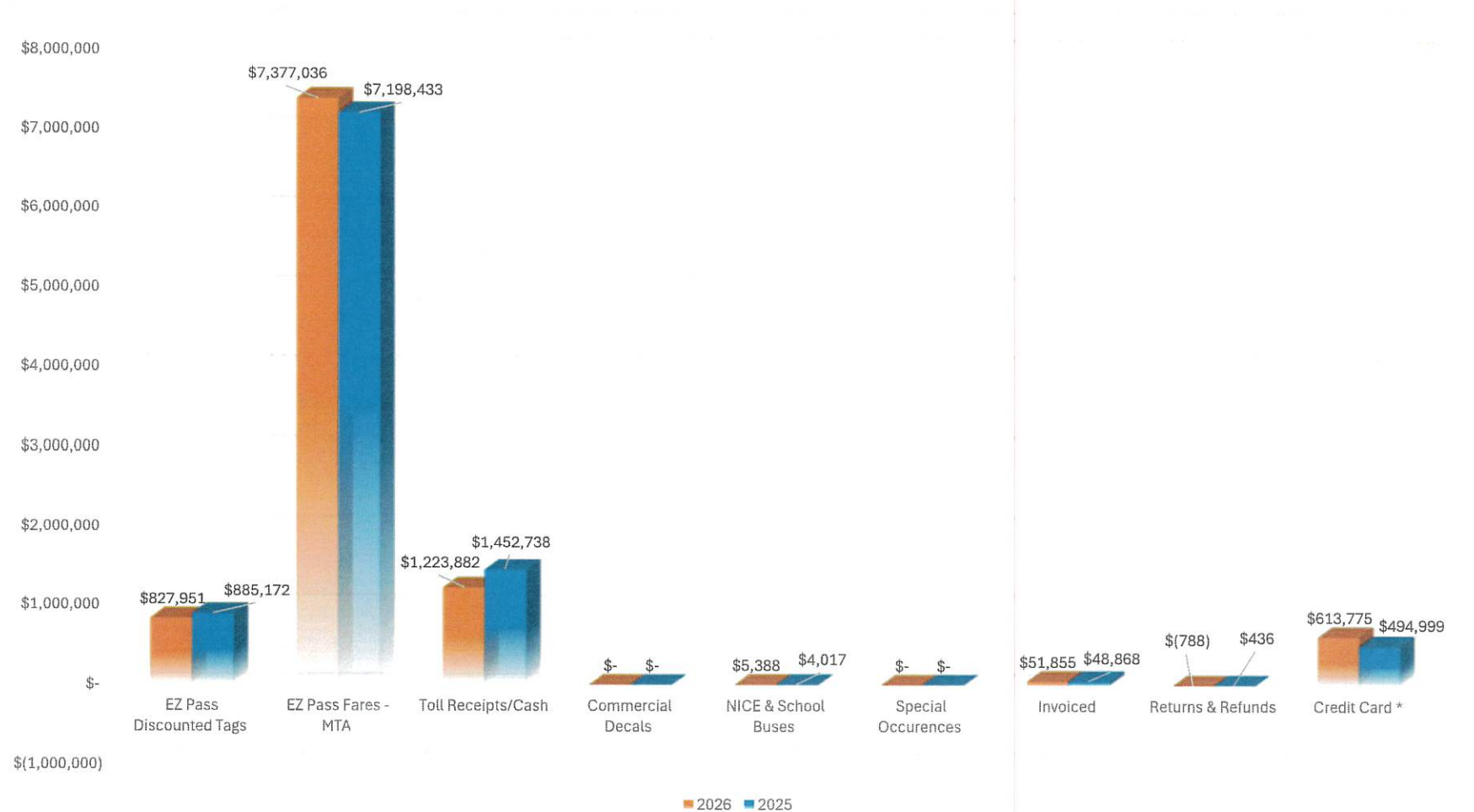
Year-to-Date for the Periods Ended September 30, 2026 and September 30, 2025

|                         | <u>2026</u>          | <u>2025</u>          | <u>Variance</u>  | <u>Percentage</u> |
|-------------------------|----------------------|----------------------|------------------|-------------------|
| <b>PASSAGES</b>         | 3,985,553            | 4,121,089            |                  |                   |
| <b>REVENUES</b>         |                      |                      |                  |                   |
| EZ Pass Discounted Tags | \$ 827,951           | \$ 885,172           | \$ (57,221)      | (6.46)%           |
| EZ Pass Fares - MTA     | 7,377,036            | 7,198,433            | 178,603          | 2.48 %            |
| Toll Receipts/Cash      | 1,223,882            | 1,452,738            | (228,856)        | (15.75)%          |
| Commercial Decals       | -                    | -                    | -                | N/A               |
| NICE Buses              | 4,080                | 3,363                | 717              | 21.32 %           |
| School Buses            | 1,308                | 654                  | 654              | 100.00 %          |
| Special Occurences      | -                    | -                    | -                | N/A               |
| Invoiced                | 51,855               | 48,868               | 2,987            | 6.11 %            |
| Returns & Refunds       | (788)                | 436                  | (1,224)          | (280.73)%         |
| Credit Card *           | 613,775              | 494,999              | 118,776          | 24.00 %           |
|                         | <u>\$ 10,099,099</u> | <u>\$ 10,084,663</u> | <u>\$ 14,436</u> | 0.14 %            |

## NASSAU COUNTY BRIDGE AUTHORITY

## Traffic Statistics

Year-to-Date for the Periods Ended September 30, 2026 and September 30, 2025



**NASSAU COUNTY BRIDGE AUTHORITY**  
**Monthly Overtime Payroll Comparison**  
 Year-to-Date for the Periods Ended September 30, 2026 and September 30, 2025

|                  | Payroll 2026     |                  |                  |                  |                  |                  |                  |                  |                  |             |             |             | Total             |                   |                  |                |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|-------------|-------------|-------------------|-------------------|------------------|----------------|
|                  | Jan.             | Feb.             | Mar.             | Apr.             | May              | Jun.             | Jul.             | Aug.             | Sep.             | Oct.        | Nov.        | Dec.        | 2026              | 2025              | Variance         | Percentage     |
| <b>OVERTIME</b>  |                  |                  |                  |                  |                  |                  |                  |                  |                  |             |             |             |                   |                   |                  |                |
| Administrative   | 4,444            | 3,385            | 6,350            | 2,241            | 3,528            | 2,223            | 6,258            | 3,238            | 1,121            | -           | -           | -           | 32,788            | 20,728            | 12,060           | 58.18 %        |
| Tolls            |                  |                  |                  |                  |                  |                  |                  |                  |                  |             |             |             | -                 | -                 | -                | N/A            |
| Sergeants        | 4,833            | 4,685            | 5,854            | 1,956            | 6,310            | 4,871            | 5,639            | 2,904            | 7,508            | -           | -           | -           | 44,560            | 53,487            | (8,927)          | (16.69)%       |
| Full-Time        | 7,305            | 6,075            | 7,307            | 6,477            | 5,601            | 5,150            | 11,993           | 11,002           | 10,492           | -           | -           | -           | 71,402            | 29,241            | 42,161           | 144.18 %       |
| Part-Time        | 36               | 654              | 443              | -                | 292              | 1,399            | 2,875            | 2,490            | 2,072            | -           | -           | -           | 10,261            | 5,101             | 5,160            | 101.15 %       |
| Maintenance      | 12,269           | 12,032           | 15,377           | 2,602            | 2,471            | 6,218            | 15,168           | 7,796            | 7,271            | -           | -           | -           | 81,204            | 66,827            | 14,377           | 21.51 %        |
| Bridge Operators | 807              | 184              | 1,374            | 642              | 161              | -                | 739              | 501              | 1,076            | -           | -           | -           | 5,484             | 13,657            | (8,174)          | (59.85)%       |
| <b>TOTALS</b>    | <b>\$ 29,694</b> | <b>\$ 27,015</b> | <b>\$ 36,705</b> | <b>\$ 13,918</b> | <b>\$ 18,363</b> | <b>\$ 19,861</b> | <b>\$ 42,672</b> | <b>\$ 27,931</b> | <b>\$ 29,540</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 245,699</b> | <b>\$ 189,042</b> | <b>\$ 56,657</b> | <b>29.97 %</b> |

**NASSAU COUNTY BRIDGE AUTHORITY**  
**Payroll and Operating Expenses**  
Year-to-Date for the Periods Ended September 30, 2026 and September 30, 2025

