MINUTES OF THE MEETING OF THE
NASSAU COUNTY BRIDGE AUTHORITY
HELD ON January 21, 2026
LAWRENCE, NEW YORK

PRESENT: VINCENT PASQUA, CHAIRMAN
MONICA MCGRATH, VICE CHAIR
ARNOLD PALLESCHI, COMMISSIONER (Absent)
ANTHONY LICATESI, COMMISSIONER (Absent)
EMILY AUSTIN, COMMISSIONER (Absent)
RAYMOND WEBB, EXECUTIVE DIRECTOR
DILLON RADIN, ASSISTANT MANAGER FOR ADMINISTRATION
MARC STANISIC, MAINTENANCE SUPERVISOR
ROBERT F. ESLINGER, P.E. ENGINEERING CONSULTANT (Absent)
JOHN RYAN, ESQ., ATTORNEY
WING LAU, IT MANAGER

Chairman Pasqua called the meeting to order at 6:40 p.m., absent the public authorities quorum requirement.

CHAIRMAN PASQUA: We will not be voting this evening due to the fact that we have a limited amount of Commissioners available to us this evening. We do not have Commissioner Palleschi, **Commissioner Licatesi and Commissioner Austin**, they're unable to attend. We'll go through some of the items and we will either reschedule an additional meeting for voting, or we will move the voting to the scheduled February meeting.

Accounting & Finance By: Jennifer Ditta

PAGE 14: Credit card revenue schedule shows the chart, December, a moderate month. Revenues of budget variance report for month of December, and current December to prior December, overall operating income year over year is down slightly by $26,000. The other income is showing down, $223,000. Last year in 2024 the CD interest was all recorded in December and throughout the year you've been reporting the interest for that. We need to accrue $54,000 for the CD that matured, that will be posted in January, overall it'll be less because of the interest rates, 4.15% to 3.84%, for that CD.

PAGE 15: Budget varies report, payroll and related expenditures for the month of the December compared to budget it's under $137,000 in budget. Year over year, you are under $32,000. Looking at the variances, the amounts of other employee benefits for $56,000 in 2024, that represents the change in the compensated absence liability, we have an expense there that hasn't been booked yet, still working on closing out 2025.

PAGE 16: Operating expenses year over year compared to budget, a little bit under budget by $29,000 for the year, the month of December, year over year, spent less by $187,000, could be because accruals are still being working on. In 2024 everything was recorded. We talked about the computers in 2025, there's $26,800, that's not computer equipment purchases, it's licensing, Adobe, Microsoft, hosting and maintenance.

Sign and traffic controls were rented or some signage last year, you did not have it this year, that was about $51,000. Purchases were made there, we don't rent anymore. The purchase is probably in capital assets, will update that.

These will be adjusted slightly for 2025 once we wrap up all capital asset purchases and get that appraisal done.

The next page, budget variance report with revenues year to date. Revenues compared prepared to budget is higher, $1.4 million. The operating income on the actual comparative part of your actual is slightly down $29,000. Other income, there's $107,000 per the CD interest should go up $54,000, $55,000 to $162,000, interest rates were lower for the CDs.

MTA funds, we got to a point where from April through November, we were down about $7,500, December and January, we're up to $172,000 again. It's a work in progress again.

Revenues 13 million plus good revenues for the year against our expenses.

Expenditure, payroll and related expenditures, slightly above total budget of $221,000, year to date, up $376,000 compared to last year. The salaries IT, year over year increased significantly, in 24 that was August through December, this year would be a full year. Not sure if IT was previously included in salaries and administration, there were some changes with administration and shorted positions that accounts for part of that decrease of administration. Health insurance premiums, huge increase there. The liability decreased, you have credit to the health insurance line, dollar to dollar, last year's actual payments to NYSHIP were about $831,000 compared to the 940, it's about 13% increase which is in line with premium increases. Dental insurance is lower, it's usually paid in the beginning of the month.

BY CHAIRMAN PASQUA: GL 60150 the bottom, why is the pension plan contributions so much lower in the budget for 2025, the actual contributions were almost 450.

BY JENNIFER DITTA: Could have been based on estimates that they received or the prior year, pension contributions have been going up significantly because they changed Tier 6, and those benefits, maybe that wasn't accounted for.

BY CHAIRMAN PASQUA: Dillon, can you check that out?

BY DILLON RADIN: Yes.

PAGE 21: Operating expenses, year over year, $55,000 above from last year. Repairs of maintenance, is less. Credit card fees, is a catch up, $40,000 in credit fees, income on the credit cards, $55,000 in December, take that back 12 months, $600,000 plus for the annualized, 3%, 3.5%.

Bond interest, we had a larger budget.

BY CHAIRMAN PASQUA: Dillon, can you check on that? ,

BY DILLON RADIN: Yes.

PAGE 22: Depreciation expense, looks good.

PAGE 23: Operating expenses year to date. Traffic statistics for the month of December, slightly down. E-ZPass was down, 92 versus 150, cash is down, variance of $26,000.

Traffic statistics chart, credit cards were up, MTA E-ZPass was up, discounted tags were down.

Next page is traffic statistics year to date.

The last schedule is the monthly payroll, overtime comparison, more overtime this year than compared to last year.

BY RAYMOND WEBB: One supervisor was out injured for almost six months, that's half a salary; one maintenance guy has been out, but that's not covered by overtime, we just lose the time.

The E-ZPass fares, $584,982 we were expecting revenue owed for December?

BY JENNIFER DITTA: We included a corral for anything that's still outstanding and included the revenues there.

BY RAYMOND WEBB: One thing, 5H, the certificate of deposit renewal, the first week in January we took steps to do that, Dillon had just joined us and Mike Sheehan from Cullen & Danowski and Dillon sharpened their pencils last week, they found a discrepancy in our favor.

BY DILLON RADIN: We found a discrepancy, it turns out for the first two months of our six month CD we were only collecting interest at a 0.1% rate and not the quoted 3.84. When it matured, they sent us a notice and they said that it matured at 8.64 million, once we went back and we redid the numbers, it really should have been 8.695, that $55,000 came back in our favor and it's being credited to us now. They didn't disclose this, we had to bring it up to them. We have two accounts with Capital One, we are going to be moving forward with Chase. We are transferring those accounts into our Chase accounts and we are opening up our next CD with Chase.

BY WING LAU: We also had an issue with our credit card clearing house, Global, they have not transferred money to our account in a while. They needed information from us, we provided that and the payment started up again, then it stopped again. In order to pay us they need to have access to debit as well as credit our accounts because they feel like they want to be able to take their fees out at any given time. We decided we did not want to have them access to our cash accounts. We will use a zero balance account and but the minimum amount of their normal fees in there and let them have full rights to that, then we can automatically transfer money and shoot it over. We spoke to J.P. Morgan, they were satisfied with that solution as well.

BY RAYMOND WEBB:

Sheehan Accounting will be here Monday, February 9th to commence the audit.

Number 8, Manager's Report on Bridge Operations:

Received all the design bids back in December. LKB was the lowest qualified bidder, $187,000. The other two bids, second, lowest qualified was VHV, $249,650. Hardesty & Hanover, was

$400,000 something. LKB had a nice big package, they made a good presentation. Bob is recommending that we go with LKB to design at $187,000. They will do the whole process,\ they don't seem to think that DEC would be difficult on the granting of the permits. This is a design phase.

Facility Management: Winter storm reports, we had two storms at the end of December, beginning of the new year. Mostly salting operation, the maintenance crew under the direction of Marc, really came out very well, safely and without incident. We were black, the road was black.

In December we had a light pole fall in the water, Hardesty & Hanover came out and did a deeper inspection. All of these white boxes are light poles that need attention. The 5 in red need immediate attention.

During Christmas week to New Year's week Dan the tower operator did an inspection and noticed a piece of timber was dislodged. We have video of a barge hitting it on December 22, at 7:30 in the morning.

BY CHAIRMAN PASQUA:

I went out with the dock builder we have been engaging with, Robert, there was damage at the top, cracked wood, the walkway on top, we went at low tied, he was basically able to tell that nothing was damaged was, none of the muscles were scraped, it only hit the top, then we went around and looked at the entire framework, the cement bumpers, there's a lot of damage in rot and corrosion. There's a steel bracket that goes around and the bolt is just rotted through and it's hanging. There's impact from barges on both sides, there's cracked wood, there are rods sticking out. We should look into having an estimate done to prepared a lot of that lumber.

BY RAYMOND WEBB:

We went through the Coast Guard to report the accident. The owner of Foxy's came out, he's not concerned, it's his deductible. We want to avert any sort of catastrophic damage due to an overweight barge.

The accident with the guy that hit the guardrail and ended up in a parking lot at the firehouse, we did an insurance claim, we ended up getting $5,138 back. We ask for, $13,000.

Back to the winter storm reports, we've got 185,000 tons on hand of salt, we are replenishing by the end of the week.

We came up with an interim policy on proper usage of emails, we put it into effect, every employee some double signatures, every employee is getting a copy and signing for it if they got it.

Annual compliance training, social media training is in the works, the next step is cyber security training.

Employees shouldn't be on their personal Facebook or Instagram accounts posting pictures of the bridge, they should refrain from. There is a clause in the work book.

Another grant became available through New York State Insurance Fund for $5,000 we are looking at training --

We replaced an E-ZPass sign for the first time that was hit, the guys in-house did a great job fixing it .

ENGINEERING REPORT BY RAYMOND WEBB:

We checked in with Nassau County, the GPW project is now starting in the spring of 2027, that's going into our peak season.

We have an update on the brake job, we have a contractor, Bartholomew Company, they're local in Hicksville. They'll perform agents on all eight brakes for $5,500, a two-day job. They're going to train us to do it for ourselves.

The bearing project update, we had a meeting last week, we're going to move on that, hopefully it's a mild, late winter season. We're going to use the same company, GC Com that shaved the fingers last summer. We should maintain at least one lane in each direction, at least we're open for traffic. We will give plenty of advanced notice on social media, signage, the website.

Bulkhead, spare parts, we got the lock bar thruster two months ago. We need to have an event and maintenance system or care system in place. Hardesty & Hanover came up with a product Cosmolite, he has a whole procedure on how he wants us to protect all those parts.

We are looking at the GL codes, we already started, there's a lot of redundancy and a lot of vagueness in a lot of these GL codes.

The Nassau County Police, the County Executive's fleet got charged $3,900 in tolls here. They all have 60 tags, we were just notified today that they also have E-ZPass tags as well, they did not want a refund, they just wanted it to be resolved. We white listed them all today. We will look into reimbursing them.

A memorandum agreement between us and the local last week, we agreed in principle to 3% cost of living, 3% a year for five years. I'm happy with that. We can't vote to ratify it, let's make this retroactive.

Tomorrow, the CSEA gave the union local $500, $600 for a holiday party which they didn't spend, the planned it for tomorrow from 12 to 4.

We got an email from the Nassau Herald, they're having a Special Edition 100th Anniversary Journal, a quarter page for $399. We will take out a quarter page to congratulate them.

(NO EXECUTIVE SESSION)

The meeting was adjourned at 7:40 p.m.

VINCENT PASQUA, CHAIRMAN

MINUTES OF THE MEETING OF THE

NASSAU COUNTY BRIDGE AUTHORITY

HELD ON FEBRUARY 18, 2026

LAWRENCE, NEW YORK

PRESENT: **VINCENT PASQUA, CHAIRMAN**
MONICA MCGRATH, VICE CHAIR
ARNOLD PALLESCHI, COMMISSIONER
ANTHONY LICATESI, COMMISSIONER (VIRTUAL)
EMILY AUSTIN, 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 6:35 p.m.

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board approved the minutes of November 2025, December 2025 and January 2026.

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

Upon a motion by Chairman Pasqua, seconded by Commissioner Licatesi and unanimously carried, the Board voted to ratify paid vouchers for November 2025, December 2025 and January 2026.

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

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board voted to approve awarding the contract to LKB.

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

Upon a motion by Chairman Pasqua, seconded by Commissioner Licatesi and unanimously carried, the Board voted to approve the agreed upon union contract.

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

Accounting & Finance By: Jennifer Ditta

Page 15: Credit card revenue based on this chart, January 2026, $49,318 compared to $31,936 last year for the month.

Page 16: January budget to actual, January last year to January this year, actual to actual, close on budget for the month of January on the operating income, slightly under what was budgeted, 830 total revenue compared to 820 actual revenue. Year to date ahead with under 820 in actual and 809,722 credit card is up about 17,000. Other income, budget of 5,100 income came in 24,618. Year over year ago is slightly less than the previous year for this time.

Page 17: January actual compared to January budget for 2026 and then January actual to January of 2025, total payroll and related expenses under budget slightly by $9,600, $9,700 in total. Actual to actual, is a bit higher, that was overtime area and health insurance premiums, premiums went up about 8%.

Page 18: Operating expenses, actual budget was $206,000 compared to the budget of 190, the actual was actually less this January compared to last January. That was signs and traffic controls, repairs and maintenance were less this January compared to last January. Professional fees might include some of the audit.

Page 19: Bonds are paid twice a year, there's no budget or any actual there. The rest is operating, non operating depreciation and expenditures.

Page 20: This is showing flat, we don't have those figures yet, waiting for the appraisal report to be completed.

Page 21: Revenues, it's January, it's the same. That 89,000 for the E-ZPass is down from 2025, we are expected to see that increase once we continue settling the transaction with TRMI, down from $180,000, down to $38,000, in February there was a slight uptick, Conduent said they were trying to do a catch up with MTA, within two weeks of February should be caught up to normal, 1% error rate. That difference of 150,000 has been recognized in December, that's a big increase from over 2024 December to 2025 December. Credit cards, 49,000 for January.

Page 22: Month to month, that was for only one month in, same activity.

Page 23: Operating expenses, 602651 E-ZPass maintenance cost, that's TRMI maintenance costs, we have to rename that, that's the service contract. That is from the constant calls they're on to resolve the deficit. Armored carrier, these are down significantly, we switched a year ago.

70,000, uniforms, 11,000, everybody was outfitted with new attire, outer garments, winter coats, hats, liners underneath, pants, florescent yellow safety jackets.

Page 24: Same thing.

Page 25: Looks in order.

Page 26: Payroll operating expenses.

Page 27: Traffic statics, down 19,000 crossings for January, month to month, January to January, on the 25th we barely crossed 2000 crossings, the roads were more or less shut.

Page 28: Commuters were down because of the storm, 90,000 versus 98,000, that will be reflected next month, that 89 is more than what it shows.

Page 29: Everything looks good.

Page 30: This is year to date.

Page 31: Monthly overtime payable comparison, looks good.

BY DILLON RADIN:

The CD has officially been renewed, we opened it up with Chase, a three month CD. It was opened on the 10th of February, it will mature May 11th, and it's accruing at 3.19 percent. We moved all of our accounts over from Capitol One. We are looking into opening up a credit card with Chase.

Sheehan CPA was out last Wednesday, the preliminary meeting is complete, and they'll be back next week for the field work.

BY JENNIFER DITTA:

We've given them all the work papers to start that audit, we only have 3 open items which we already talked about 2 of them, the appraisal report and the OPEB Report from Korn Ferry. We should have the last piece to them tomorrow for compensated absences, we should be in good shape with them.

MANAGER'S REPORT ON BRIDGE OPERATIONS

BY RAYMOND WEBB:

The lights on 878, there are 21 out of service in the southbound direction and 2 in the northbound direction. We will send a note out to the Mayor of Lawrence.

The bulkhead LKB has been selected.

BY ROBERT ESLINGER:

LKB was the low bid at $187,000, that's for the design. The next bid was roughly $250,000, that was VHB, and then we had a third bid from H&H, $461, h&H was very high on the cost. I recommended we award to LKB for the low cost. We called them in and we had a discussion about their proposal to make sure we were all on the same page with the scope of work. The project manager was very knowledgeable. I'm confident they can do their job. They assured us they could do the work.

BY CHAIRMAN PASQUA:

I would like our resident engineer to take a look at it. Also the reverse navy is something I would like to look into.

BY ROBER ESLINGER:

LKB is aware of it, they'll listen to anything we have to say and come back with their opinion. They can come back with drawings with the different types of bulkheads, different materials. That would be the first phase of what we're doing in the design.

BY CHAIRMAN PASQUA:

Two things we are interested in looking at, one is a dock, small float with a ramp so that we can have potentially a small boat in case of an emergency, in case maintenance is required. Secondly, build on the north side here, remove all of that concrete and potentially where the rip wrap is bordering where the bulkhead would end, a concrete lined boat ramp, if they did have a boat, they could pull it out for the winter, winterize it themselves and keep the cost down. Those are things we should look into.

BY RAYMOND WEBB:

The collective bargaining agreement, the last collective bargain agreement between CSEA, Local 882, and the original authority was a four-year contract, it expired on 12/31/25. Commissioner Licatesi and the president of the union layed some early groundwork in the beginning of the new year, that all accelerated, it ended up with the union and the Authority constructing a memorandum of the agreement on the key issues, salary, highlights being 3% one time, 3% cost of living increase, at a 3% annual increase over the course of 5 years. The union is excited to make this accomplished tonight.

CONT'D MANAGER'S REPORT ON BRIDGE OPERATIONS:

BY RAYMOND WEBB:

The bulkhead and the column painting, we'll get working on that. I had an informal conversation with LKB 2 weeks ago, they were encouraged to hear that they were on our radar for the painting portion. We'll send out an official award letter to them in a couple of days. I was very impressed, they were very thorough and attentive.

The barge strike, All State Insurance is inquiring as to the status of our claim, Hardesty & Hanover inspected it, checked everything above the water, some timber has to be replaced.

BY CHAIRMAN PASQUA:

When I looked at it there were many other, not only spots that you can see strikes, but there some damaged hardware, brackets hanging off, rotted wood, Bob I wanted your professional opinion on the other timber protecting the benders or cement bumpers, it looked like a lot of damage, a lot of rot, and my concern would be, if the full barge were to strike that and break right through that timber and hit the cement barrier, I wouldn't want to see any sort of chips, cracks or damage, do you think we should assess a partial rehab of that area or complete rehab, or where are your thoughts?

BY ROBERT ESLINGER:

The entire fender system was replaced in roughly 2000, it's not old, that's when we added those concrete structures which are really the main item that protects against ship impact. We could certainly have somebody like Hardesty come out and do a full inspection.

BY CHAIRMAN PASQUA:

I think we should get some professional eyes on it and let us know if we should do some more repairs there.

BY RAYMOND WEBB:

We also put in for a grant with the New York State Insurance Fund this year for $5,000, we are going to put that towards cyber security training. We have 22 employees that have access to our system, the employees that have daily and regular access to potential fishing schemes and stamps and things of that sort. We decided to just choose the people that have regular access. We asked for consideration for the grant to purchase specialized fire extinguishers for our IT equipment.

We also requested an eye wash shower station for the maintenance shop in case any of the guys get any corrosives on themselves or in their eyes.

We did a PM this week, we had very few openings January and February, we opened and closed it a few times, it was good. We got some exercise out of the bridge and everything got greased and everything was checked.

Winter storm reports, we had the big one after our last meeting, we had a couple of smaller events, but fortunately they've been on weekends and overnights, there's some overtime applied there. We're fully maxed on salt. We hold about 300 tons, we have about 285 as of yesterday.

ENGINEERING REPORT:

Brakes and bearing project updated, I did speak to Keith Ikner this week, he's putting the finishing touches on the drawings and specs for the bearing. GC Com is the company we used last year, I would suggest getting the drawings to them, hopefully getting an all inclusive price to do the work. The bearing fabrication takes about eight weeks. It's about a week's worth of work.

BY RAYMOND WEBB:

We went over traffic plan with Hardesty & Hanover, we're going to leave the bridge open one lane in each direction on the overnight.

BY CHAIRMAN PASQUA:

Post any delays and closings on all our social media and website.

BY ROBERT ESLINGER:

As far as breaks, we're waiting for it to warm up to get them out here. The plan is to have Bartholomew do the maintenance on brakes, braking systems, and have them come out with the maintenance personnel to show them how to adjust the brakes and what steps to go through, so they can do it themselves. I would suggest having George from H&H come out when Bartholomew comes out.

The light pole replacement, five need to be replaced. The plan is to eventually replace all of them, the new polls may be a little bit higher so H&H should look at the auto-metrics to make sure that yellow lights are projecting on the roadway that you need for legal safety standards.

BY CHAIRMAN PASQUA:

Bob, what about the painting of the bridge, it's ten years?

BY ROBERT ESLINGER:

We are looking at Spring of 2027 in order to get it ready in the winter and best to get some bids. It'll probably cost at least three, four million.

BY CHAIRMAN PASQUA:

We spoke about the protocols around work rules and modernizing some of the things around social media, commentary, security, cyber security. We need to make it very clear to the employees about what's standard process for the private sector, about their use of social media, discussing matters related to the authority or the bridge or any of their employment, I want that to be in the agreement and I want to communicate it with posters and verbally.

BY RAYMOND WEBB:

Under the current rules, under required conduct and behavior, Section 120/902, employees shall not make false reports, statements, false entries, any authority record in connection with any authority property operation or activity, including, making comments on NCBA matters on outside social media, using NCBA email or person email.

On the 14th of January we put in an interim order regarding the use of technology, it will strengthen this, everybody got a copy of this and they signed that they received it.

BY CHAIRMAN PASQUA:

One final item, installation of the memorial plaque on the tower bridge, we're going to move ahead with installing that.

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board went in to Executive Session at 7:25.

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

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board came out of Executive session at 7:40.

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

The meeting was adjourned at 7:40.

The meeting was adjourned at 7:40 p.m.

VINCENT PASQUA, CHAIRMAN

MINUTES OF THE MEETING OF THE

NASSAU COUNTY BRIDGE AUTHORITY

HELD ON MARCH 18, 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 (NOT PRESENT)
WING LAU, IT MANAGER

Chairman Pasqua called the meeting to order at 6:35 p.m.

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

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

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

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

ACCOUNTING & FINANCE: BY DILLON RADIN

Page 16: Credit card revenue for the last 12 months, February '26 revenue compared to '25 revenue is up from 31,669 to 45,000. Month over month, down from January, mostly attributed to the February 22nd storm and consequent power outages leading to loss of revenue, we are hoping to recoup some of that lost revenue from insurance claims filed, around $4,000 to $6,000 we think that will recoup as far as the revenue.

Page 17: February budget to actual, February actual to last year's actual, the operating income came in under budget by around 6% mainly due to that winter storm and the loss of the toll plaza that day. Same for February this year to February last year, down because of that revenue loss. Total February income comes in around 1% under budget and 3% under last February.

BY CHAIRMAN PASQUA: A question on 40013 invoiced, what is invoiced?

BY WING LAU: Those are the major companies, FedEx, UPS that come through, the list is down from this year to last year. There are 12 trusted companies that we have accounts with, we invoice them after the fact.

BY DILLON RADIN: I will look into that.

BY WING LAU: We are implementing our system to be able to invoice them and we haven't invoiced them for that quarter yet, by next month a lot of these should be recognized.

BY CHAIRMAN PASQUA: Interest on the operating account, 27,000, why are we seeing that jump?

BY DILLON RADIN: That could be because our operating account has doubled because of the Capital One being moved over to Chase, we're accruing more interest. I will look into that as well.

PAGE 18: Payroll expenses, budget to actual, actual to actual last year. Health insurance premiums account for the majority of the variance, premium rates are higher than the expected trend. 60004, the $23,000 that was not there from last year, it reflects the payout to Carina White Miller's retirement.

PAGE 19: Operating expenses, budget to actual, actual '26 to actual '25, the actual was $112,000 to the budgeted $190,000, we came in well under budget. Actual this year to the actual last year is up mainly due to the E-ZPass maintenance costs, and the repairs and maintenance from the storm.

BY CHAIRMAN PASQUA: At the bottom, 70450, miscellaneous, $4,800, I'd like to know what that is.

BY DILLON RADIN: I will look into that as well.

That 4788, we paid for the plaque the 1st week of February. I will double check on that.

As far as utilities compared to last year, it's right in line, it's only a 1% difference.

Page 20: Bond interest, the bond interest that you see in 2025 is not there in 2026 because we paid that the first week of

March, that will be reflected in the next board meeting. We paid our trustee fees in January of 2025, that's why you don't see those there. This reflects the OPEB numbers, that just got finished, that was part of the GASB 75 Evaluation that you see, that's the only variance on the right side because we still have not gotten the capitol appraisal report done, once that's done, then all those numbers will populate to what we have to report back for 2026.

PAGE 21: Looks good.

PAGE 22: We have our revenues year to date, year over year we're down, that is mainly due to the storms that we had, we did lose a lot of revenue, January 25th and February 22nd and the days following. Credit card revenue is up almost 50%.

PAGE 23: Payroll expenses, year to date versus the budget and year to date 2025, we came in over budget due in part to that Carina Miller payout at $23,000.

PAGE 24: Operating expenses, year to date versus budget and 2026 versus previous year. The miscellaneous, I will find out about the 4,000. Uniforms, we did a bulk order earlier in the year. Year to date on miscellaneous is 7,600. We will look into that.

PAGE 25: Year to date on bonds, that will look different next month.

PAGE 26: Once we receive that capitol appraisal report, these numbers will be different year over year. The only relevant number to compare is that the OPEB Report, the other post employment benefits which are up from last year.

PAGE 27: Traffic stats, passages are down, mainly in part to losing the toll plaza for the day on the 22nd. Credit card revenue is up from last year.

PAGE 28: This is a chart representing the same thing. Cash was down around 9,000.

PAGE 29: Year to date, credit card fees are up about 50%. All the others are down.

PAGE 30: The chart reflecting those numbers. This is probably the lowest you're gonna see it until next month.

PAGE 31: Overtime in the last month over to last year, we're right in line. Operating expenses are in line.

E-ZPass update, as far as EVO goes, we've had a lot of problems with them, around $180,000 owed, last month it was down to $40,000, we are currently sitting at $3,000. They're getting better, but we're still not down to zero.

The year-end financials are just about done, they've submitted their final draft to the auditors, about two or three open items, including the capitol appraisal report which is set to be done next week.

Chase banking updates, we have moved forward with the positive pay name verification which is to enforce stricter security, less possibility for fraudulent checks. We're going to be moving forward with the Smart Safe, once the money goes in, it's registered, then they move it to the armed carrier and they take it to the vault so there is no wait period for us to see that money.

We are also going to be moving forward next month with opening the credit card.

We just received today, a dividend for the health premiums of $13,000, we received that check from the Department of Tax and Finance today.

BY CHAIRMAN PASQUA: On finance, did you have a chance to connect with the County on a bond?

BY DILLON RADIN: I opened the conversation about a week and a half ago, it has stalled a little bit because my point of contact Rolando actually retired today. I will be continuing that conversation.

MANAGER'S REPORT: BY RAYMOND WEBB

We managed the storm very well, but on Monday morning, the 23rd at 9:05 we lost power. The generator did not kick in, we were out until noon the next day. We opened a couple of gates and had people waving and manually counting. I think we estimated we lost about $8,000 or $9,000. We were dead in the water for 30 to 36 hours. The Nassau County Office of Emergency Management, we reached out to them, they provided us with a generator very quick, but it was too big, then the electrical contractor got their hands on one for us and we switched over to that. It's a much bigger issue than we could have imagined, PSE&G is involved, we are moving towards something more permanent.

BY BOB ESLINGER:

It can take about half a year to a year before they can get a transformer for that. We're trying to replace this transformer to get the facility back, maintenance garage, toll plaza, and then work on a secondary solution which will be bringing a separate 208 feed in from the pole across the street into the administration building to power the administration building, toll plaza, and maintenance garage.

PSE&G was talking about leasing it to the authority which is probably a good idea to use that until we can get the second solution up and running. The transformer is to step down the high voltage that comes into the generator house, there's a branch that comes off to the administration building that steps it down from 4160 to 208. short term, it's replacing the transformers as soon as we can; the long term, probably six, eight months before we can get something built here and that's hoping that PSE&G can get us a transformer. We've talked to LKB, they're probably best suited, they took care of raising the transformers out here, they're already familiar with the overall electrical system. We need to give PSE&G a load letter which has to be done by the engineer, then they can move forward with what they need to move forward.

BY RAYMOND WEBB: We are insured for $10,000, we are putting everything together, everything from overtime to incidental expenses, less revenue, diesel.

We did have some issues early on with the first generator, we are not paying Hinck's invoices, we have to sit across the table with them because of the generator issues. We will continue with LKB. We are putting lights on the towers in case we go out. The lights are rentals, we should purchase our own.

Bulkhead and underbridge column, we met with LKB, they're gonna roll their sleeves up, they expect that by June they'll have the 1st design for us to review. They said that they get to about 50%, then they can start the permit process. They're not concerned with the DEC process, they're more concerned about the Army Corps of Engineers, they're slower.

BY BOB ESLINGER:

We spoke to LKB to get a meeting with DEC and speak to them about it. They're pretty sure that they allow going in front, but there's a certain distance, 9 inches. We had a problem with that when we replaced the bulkheads the last time, and the contractor came back after we left the project, he said we can't do this within nine inches, we need 18 inches. If we have a conversation with DEC, we can get the issue of whether we go in front.

We spoke about a boat ramp, if the Authority was keeping a boat on a trailer, you have access to put that boat in. We're thinking the best place might be the ball field where the bulkhead ends now, we're going to put new riprap, they can build a concrete boat ramp in that area so you can access whenever you need to.

BY RAYMOND WEBB:

The first preliminary design in 5-6 weeks, but by August 1 they should be pretty close to show us a final and permits. We told them we want composite, FRP. We also asked for them to show us some versions.

We had a meeting with GC Com, the steel contracted who did the shaving of the steel joints, we're going to engage with them and waiting for a proposal from them. The schedule and the lead time and procurement for the bearings, the material and equipment is about 14 weeks, we're looking at summertime, probably a four night operation. We could swing it if we do it late at night, 9 p.m. to 5 a.m. We're waiting for their design proposal and cost proposal.

The brake job got pushed down on the list, we're still planning on that. The light pole placement for the lights, but Hinck is ready as soon as the weather gets better, they're going to come out.

The box replacement from the County is supposed to start in the Summer of '26. We need preparation for that. The MPT plans, they're doing two lanes, you're not going to be out more than two booths at a time.

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board went in to Executive Session at 7:35.

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

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board came out of Executive session at 8:25.

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

The meeting was adjourned at 8:25.

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VINCENT PASQUA, CHAIRMAN

MINUTES OF THE METING OF THE
NASSAU COUNTY BRIDGE AUTHORITY
HELD ON APRIL 20, 2026
LAWRENCE, NEW YORK

PRESENT: VINCENT PASQUA, CHAIRMAN
MONICA MCGRATH, VICE CHAIR
ARNOLD PALLESCHI, COMMISSIONER
ANTHONY LICATESI, COMMISSIONER
RAYMOND WEBB, EXECUTIVE DIRECTOR
DILLON RADIN, ASS'T MANAGER FOR ADMINISTRATION
MARC STANISIC, MAINTENANCE SUPERVISOR
ROBERT F. ESLINGER, P.E. ENGINEERING CONSULTANT
JOHN RYAN, ESQ., ATTORNEY
WING LAU, IT MANAGER
JENNIFER A. DITTA

Chairman Pasqua called the meeting to order at 6:31 p.m.

Upon a motion by Chairman Pasqua, seconded by Vice Chair McGrath and unanimously carried, the Board approved the minutes of the meeting of March, 2026.

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

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

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

ACCOUNTING & FINANCE: BY JENNIFER A. DITTA

December 31, 2025 Financial Statement that have been added by Sheehan and Company. We'll start with the table of contents. We did a detail review of financials as a whole. The first thing in the financials is the independent auditors report. That's the report provided by Sheehan and Company. That's followed by management discussion and analysis. That's followed by the financial statement which is the actual numbers and included in that session is notes to the financial statement which will give you more details on some of the numbers included in the financial statement. That's followed by required supplementary information. That's a schedule on the pensions and OPEB that are required to be included. Then the last item in the packet is the independent auditors report on internal controls.

Sheehan gave you basically an unmodified opinion which means the financial statements are fair and reasonable.

BY ANTHONY MARIANI- Sheehan Accountants & Advisors:

You can see the position of the organization assets year to year, about 47 million 7 versus 44 million 1, an increase over 3.6 million for the prior year.

Liabilities are pretty consistent and almost about 20.5 million.

If you look at net position, you have about 28 million versus 23.

Main increase of over 4.4 million.

Changes in net possession here, you look at revenues year by year, it is pretty flat, point 33 percent increase overall. 13 million 3 versus 13 million 1, which is pretty close.

Interest was up a little bit because the interest rate went up a little bit.

Revenue as a whole was pretty flat. Expenses were down a little bit.

Bottom line, up 4.4 million versus 4.1.

Capital assets here. The different assets by grouping here about 24 million 1 versus 24 million 5. Nothing significant there.

The other long term liabilities are pretty consistent between the OPEB and the pension, 12 million 7 versus 12 million and change.

Cash flow statement shows where the cash went, where your cash changed from year to year. Cash at the end of the year, 21 million. It was 19 million at the beginning of the year. Net is about 21 million and change, so the cash went up.

Foot notes here, which for the most part are comparable to the prior year.

You have investments and certificates of deposit as well, insured right before year end.

The capital assets kind of talks about the capitalization threshold and recovery period. Nothing has really changed there for the most part.

Collection in advance is something that happens because of the way the

EZ-Pass is set up where people bypasses and stuff like that. There's deferred revenue to that that's consistent with the prior year.
We talk about employee benefits and foot notes as we will not go into the details unless anyone has any questions.
We talk about some accounting standards that are coming up that will work with the Cullen folks, that the organization addresses them as they come.
There's financial reporting model that's being changed coming up effective on the 26th year and dispose of certain temple assets. That's two things we have to worry about for the 26 years. We will work with you guys to make sure you're compliant with that and prepared for that as we move along.
In terms of the deposits for the financial institutions, you collateralize to protect the organization from loss. that's consistent with the prior year.
There was an exposure of about $600,000 in cash. We discussed that here. The rest of the cash was collateralized. This talks about some of the additions of the current year, about 1.7 million increase, about 72 million on gross basis for any disposals, depreciation about 2.2 mill.
So, the net between the increases for capital assets being acquired, 1.7 versus 2.2 mill in depreciation is a net of 479. That's why the fixed asset value went down a bit.
There were no impairment losses. There was something subsequent later with the transformer which we will talk about a little later.

The bonds payable footnote is consistent with the prior year.
Obviously each year, principals will be paid down on a consistent basis, on or about 300 grand a year.
Interest expense. We disclosed components of interest expense .the amounts were paid.
And pension note, we disclosed in great detail about the funding policy and all disclosure stuff in terms of inflows and outflows of what your commitment is over the year.
Then these are assumptions that are used. You are getting that the from third party actuary in management is reviewing that to see if they're appropriate. We looked at it as well, didn't see any reason for the assumptions used were not appropriate or reasonable in the circumstances. Discount rate was about 5.9 percent. We took a look how it was arrived at and determined it was reasonable in the circumstances.
There are other disclosures here saying if there's a one percent increase or decrease what will the effect be on the net pension amount. We talk about the OPEB and employee benefits in greater detail.
We also talk about 30 year lease that's been in place for $1 a year so it's not material.
I brought this up previously about the transformer destroyed in February. That was a subsequent event that did not require you to go back and look into the 2025 fiscal year. In 2026, it will probably be a write down.

The several pages that follow are required disclosures for pension and other required items here as well.

So, you get to our letter in the back here which talks about what we did on internal control over matters in the course of, maybe Lisa, I will let you jump in and talk about this a little bit.

BY LISA AMATO: In terms of what we did, it was in terms of limited control, it was one of our procedures and we did not identify any significant deficiencies on any material weaknesses we needed to report in that case.

We also looked at some compliant things with the ABO. There was nothing, no instances of non-compliance that were material that we noted there that needed to be reported. We did have some recommendations. So that's the communication with those charged with governance.

The other report we issue is communication with those charged with governance. Wherein that report, there's certain standard section if there were any difficulties in performing the audit time which there absolutely were none. It was a smooth transition between Kristen and Dillon. He did a wonderful job even though he came in after the audit. He did a great job with assisting us. There was no significant difficulties in dealing with management.

I am on the page before, page two. In terms of corrective and uncorrected misstatements, the one thing in terms of capital assets, the threshold for capitalization changed after the previous year's audit and the threshold was raised to $5,000. So, this $7,000 was an accumulation of some assets that were capitalized that were under the $5,000 threshold.

Going forward, we should make sure we're only capitalizing things that exceed the threshold deemed material to the organization. if we don't capitalize them, we can just dispense them.

We received representation from other organizations. That's standard.

There were no consultations with other independent accountants besides the contract accountant.

On the next page, page four, we have some recommendations. Things that we could, you know, strengthen the organization. It looked like in the past there might have been an audit committee. We're not still sure it is the case. It looked like it was dissolved in 2024. we're not sure if that is something you might want to consider adding going forward, but you have a very active board there. So that's just something that to consider

The next item, policy requirement. I just checked it now as well. In terms of the ABO policy compliance, your website should be updated. Most recent financial is on there is still the 2023 audited financials from your previous auditor. '24 made it on there and of course '25 as well. As far as any policies or capital projects on there, any of that should be updated.

BY CHAIRMAN PASQUA: Great to hear. Can we go back to the cash calculation at the beginning. Maybe I misunderstood. You mention 21 million. I just want to understand the analysis around that, what that number means.

BY ANTHONY MARIANI: This is a cash flow statement which basically reconciles the cash that came in versus the cash that went out and then down below there reconciles the operating income which is more of a direct method down here, what happened with in terms of cash. You're basically starting with your operating income of 4 million dollars and add that to your non-cash item which is depreciation. So you add that back to your cash and then you adjust for the changes in your operating assets and liabilities which basically this shows in terms of if you prepays went down, that means you basically paid things that were prepaid in the prior year. So, cash went out. Inventory, if inventory went up, you had some assets coming in basically. The accounts payable going down obviously is a function of the same type of thing, money is going out and payables are being paid.

BY CHAIRMAN PASQUA: Thank you. I'll go through the report myself. Monthly Financials.

ACCOUNTING & FINANCE BY DILLON RADIN:

Monthly financials for March, page 14. Credit card revenue. Taking a look at credit card revenue for the last 12 months including March of last year. From last year we're up $15,000 from 40,528 to 55,000 this year. Month over month from last month up from 45,000 and we still have about $7,000 unaccounted for because the power outages we had with plaza being down. We expect to recoup some of that money from our insurance claim. It will come to around 62,000.

Next page. Our balance report, we have March 26 actual versus budget.

For our revenue accounts, everything looks good. We are all caught up with MTA.

Payroll expenses. They're up this month from last year largely in part to the 60004 salary. that was a payout for Daniel Bittes, who is no longer with us ,and as well as the necessary overtime that was needed to respond to all the power outages which was IT and maintenance, which was a lot.

Page 17, operating expenses, came in slightly over budget but down from last year in total. Major expense incurred was flood insurance rental we had to pay this month. Our biannual bridge inspection was also due this month and a large chunk of that, computer expenses, was due to the support hours from the power outages which we expect to reclaim some of that money.

Page 18 is our bonds. Paid our bond interest this past month, 154,000. That was that.

Moving onto page 19, this is just our depreciation expenses. All these fixed assets depreciating in a straight line basis. It is the same across the year.

Page 20. This is year to date versus the budget. Compared to last year, bringing in ten percent more revenue largely in part to the credit card sales, 46,000 increase over last year from credit card sales.

Page 21 budget variance year to date, the payroll.

Page 22. These are operating expanses year-to-date. Main account that jumps out to me looking at this is the miscellaneous. We touched on it last month. I did kind of a breakdown for that 8,205 was allocated for the anniversary. Plaque was $4,000. We're allocating the board meeting expenses to that account. So that explains why it is a little higher and unbudgeted for. The other chunk, $2,000, was allocated to holiday gift cards, board approved, for the employees.

Page 23. This is just year-to-date bond payment, trustees fees and bond fees we paid last month.

Page 24. This is straight line depreciation. Just an accumulation month over month.

Exhibit 25 traffic stats. We are down passengers from last year, month of March. This 2025 EZ-Pass fares, 439 is actually off. That's incorrect. That should be around 645. Currently down from last year month of March but again we have not included the $7,000 which we are expecting to see from the insurance claim.

Page 26 that big chunk from EZ-Pass fares, that's 200,000. That's the 200,000.

Page 27. This is your year-to-date number that jumps out of me, 46,000 increased from last year's credit card sales.

Page 28. It's the chart year-to-date.

Page 29. Overtime for the month of March and prior months, we are over year-to-date. We had a lot of extra help needed due to the two storms. January was a tough one. February was obviously knocked out the transformer we needed around the clock help.

Page 30. Year-to-date over from last year quite a bit.

On the financials, Capital One Bank update. We have officially closed all our accounts with them and are completely vested with Chase. Credit cards, we are still in the process of moving over to Chase but that's a little more of a process. We do have credit card bills we have to pay down, but we will get that done and our treasurer at the county is pretty happy about that.

Bond financing. First order of business is we need to find bond counseling.

MANAGER'S REPORT BY RAYMOND WEBB:

Item 8-A. Facility electrical transformer new project. Just a quick review. We had a transformer blow February 23rd. Our transformer blew the morning of the blizzard on February 23rd and we went into portable general world with not much success. The level of customer service, if you will, were horrible. We had a couple of meetings with Hardesty and Hanover and PSE&G. After the last board meeting, we started the insurance claim process. We had a hard time getting a transformer. We had someone put his finger on one, sent us in the right direct. On Thursday afternoon, late March, they were out here with another transformer. It's up and running and have not had an issue since.

We engaged with LKB. They're doing bulk head design for us. They're supposed to be here tonight. We'll take care of that. LKB, with their knowledge and abilities and familiarity with it, we're going to engage with them and talk about that in a little bit. We have a proposal for them.

I will go right to the bottom line for one hundred two thousand five and they will design the whole new system for us.

The insurance claim. This is the claim here. The staff was excellent putting all this stuff together. Overtime and material and lost revenue by the hours. We got paid for the new transformer. It was $69,580 less 10,000, $59,580. Insurance claim, we got the $59,58O right away.

Lost revenue, overtime, the generator fiasco, the leases, physical damage to material in the units in the lane. So we gave them everything we got, invoices. We put a nice package. We were very meticulous, maybe about 125,000. So, that's where we are today. We're going to get something back which is good. That will continue again

LKB presented us with a design cost proposal. Had a meeting with them, myself, Mark, Bob, Dillon and Wing. We went over the finer points that covered everything. I'd like to put it on the table that we engaged with LKB with a design of a new system, $125,000, which includes construction, inspection.

Upon a motion by Chairman Pasqua, seconded by Commissioner Licatesi and unanimously carried, the Board approved the LKB design of a new bulkhead system.

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

CHAIRMAN VINCENT PASQUA: Motion is passed.

BY RAYMOND WEBB: Two things real quick. We're doing Spring clean up starting out at the toll plaza with painting and island repairs.

we'll pub some of the budget aside for that

On March 31st, long time employee, Bill Petri retired. He sends his thanks to the Board of Commissioners for his pizza party and farewell and was presented with a plaque. He was back three days later part-time.

ENGINEERING REPORT BY ROBERT ESLINGER: The brakes and bearing project. GC Com, who was contractor that did the open grading, it was a very successful project. We went to them and they took a look at the plan and they had questions. So last week, we had a meeting. We went through their questions and I think they were satisfied with the answers. They're working up a final number now for that job and they don't feel it will be too long. I didn't either. Probably looking at a week of actual structure work. The lead time will be the bearing fabrication. We pointed him in the direction. He was saying 12, 14 weeks. We're going into the summer.

Light pole replacement. Getting the specs from H&H soon. We will contract Hinks to come in and repair those six or so weak light bulb fixtures, replace.

Upon a motion by Chairman Pasqua, seconded by Vice Chair Monica McGrath and unanimously carried, the Board went into Executive Session at 8:11 p.m. to discuss matters of litigation and personnel.

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

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board came out of Executive Session at 8:47 p.m.

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

The meeting was adjourned at 8:48 p.m.

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VINCENT PASQUA

MINUTES OF THE MEETING OF THE

NASSAU COUNTY BRIDGE AUTHORITY

HELD ON MAY 20, 2026

LAWRENCE, NEW YORK

PRESENT: **VINCENT PASQUA, CHAIRMAN**

MONICA MCGRATH, VICE CHAIR

ARNOLD PALLESCHI, COMMISSIONER (NOT PRESENT**)**

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 6:35 p.m.

CHAIRMAN PASQUA: This is the Official Board Meeting of the National County Bridge Authority for the 20th of May, 2026, being called to order.

Being that only the Chairman and Vice Chair Will be in attendance this evening, we will not be voting on any of the required items in the agenda to be voted on. We will pass on the vote to approve the meeting minutes, pass on the ratification of the paid vouchers, and pass on any items to be voted on at this point until we reconvene with a minimum of the required Board Members for voting.

ACCOUNTING AND FINANCE BY DILLON RADIN:

April meeting follow up findings:

Audit recommendations, ADL compliance updates have been added to the website, 2024 and 2025 audited financial statements, the NCBA Annual Report, the NCBA performance measures; 2024 and 2025 appraisal original cost reports, the 2025 Appraisal Insurance Report, and the 2025 Independent Auditor Management Letter have all been added to the website for ADL compliance.

MTA credit card fees versus the regular credit card fees, MTA card fees are the fees taken from the MTA E-ZPass revenue which is 1.6 percent of that goes to the MTA. The credit card fees are the toll booth and discounted tag fees which are around 3.65 and 4 percent of those fees.

We are in the process of potentially moving away from the credit card provider that is tacking us with the 4 percent. We had a meeting today, there was a backlog of fees which were never paid because they weren't deposited in our revenue, eventually it was provided to them with a bank letter, they deposited the money, and then we were hit with the fees in one lump sum which is why you'll see our fee account inflated.

The County uses a company called Paymentis, our goal is to eventually implement Paymentis with this taking the place of EVO Global Payments. They're going to take the place of the Point credit card machines in the toll booths, and they're going to take the place of the front office credit card payments and have a streamlined revenue credit card fee processor. Their fee structure is based on volume, anything that has to do with credit cards or the Bridge Authority, will go through Paymentis. It's through Chase who we already are working with.

PAGE 17:

Credit card revenue, April credit card revenue was $60,246 with 13,091 transactions, up from last month of 55,520. Those transactions were 12,767, about 250 more transactions, around $5,000 more in revenue. It's up from last April, where we saw $39,805 through 9,000 transactions. Year over year, up 21,000, a month, about 5,000.

PAGE 18:

A breakdown of insurance, reimbursement checks, three partial payments we got in advance for the transformer, reimbursed $59,480, minus the $10,000 deductible. The Second payment was $136,000, we claimed $195,569, they reimbursed $136,527. This shows everything that we claimed and everything that they reimbursed for. Lost income toll revenue, claim was $59,831, they deducted around $36,000, came out to 23,000. For Hinck Electric, they reimbursed the full amount. The Greco generator rental, reimbursed the full amount. Sprague Gas, the full amount was reimbursed. For the overtime waiver, the same 72 hour rule went into effect, the first three days, they didn't cover any of that, took off about $1,000 in overtime labor. The light belt light tower rental from Sunbelt, they covered that completely. TRMI, they covered $19,000 out of $27,000. That total came out to $149,694.50, they ended up deducting $13,000 because of the savings on the PSE&G bill. The third payment, was reimbursed in full for TRMI UPS batteries that went in the lanes and the HO Pen Generator, they also covered all of that. We are waiting on a fourth payment that is under review for the Olemco Transformer Testing Monitor and infrared, $7,100.

PAGE 21:

Budget Variance Report, actual versus budgeted. Revenues are coming in right around that budget, slightly below. Credit card rev and MTA revenue are coming in above budget. Looking at April 2026 versus April 2025, 4001, the E-ZPass MTA, the numbers are skewed if you look at 2025, there is a mistake in last ***** year's April, this time last year it was right around when Christen left, but April's MTA revenue that didn't clear until May wasn't booked in April, it's a little inflated, we'll see an opposite effect next moment. As far as this month's revenue, it's all in order. The $81,000 from last year, interest deposits, that's from the CD which matured and we'll see that revenue next month.

We just renewed the CD four days ago, the grace period ended, we renewed it for another two months will reassess in two months.

Page 22:

Operating Expenses, the automobile expenses at $14,356 versus the budget, the reason for that is because Nassau County's payment for gas did not clear until May, that will rectify itself next month. Those credit card fees, 70402, that $38,000 it was a back and forth that resulted in inflated April numbers. They were holding our funds because we didn't supply a bank letter after our bank account blocked them and debited them. According to Chase this is a common thing, once we submitted a bank letter, they released our funds and they took off the top

PAGE 23:

There are no bond payments this month.

PAGE 24:

Depreciation expense, same as last month.

PAGE 25:

Year to date revenue, MTA revenue year to date this year to last year is almost the exact same $500 higher this year, 2.3 million almost on the dot.

Credit cards are leading the way revenue wise. The insurance reimbursement, account is obviously up 4,600 percent from last year. Some of the buses are starting to implement E-ZPass instead of us invoicing them.

PAGE 26:

Salaries and payroll, everything looks in order.

PAGE 27:

60004, there's an $8,000 payout to cover John DeAngelis, his exit.

PAGE 28:

Bond interest, nothing there.

PAGE 29:

This is depreciation, same as last year.

We have the step down Trans Elevator here, item 70816, as expected.

PAGE 30:

Passages are down year over year and from last month also 375 to 354 passages. We were at 378 at the same time last year, that's 18,000 on the 360 which is about a half a percent. From last month in March we were at 375, so we're down 16,000 from last month. We definitely experienced something with all the road construction, a lot of people turning around.

PAGE 31:

The 782, the E-ZPass fares from MTA last year, that is that inflated number.

PAGE 32:

E-ZPass pass discount tag is actually up year to date, it looks like the ripple effect from all of the construction.

PAGE 33:

Monthly traffic stats, looks good.

PAGE 34:

Overtime by department, payroll overtime is down in every department, very quiet month relative to the start of the year down 31 percent.

PAGE 35:

Payroll operating expenses year to date, looks good.

CD UPDATE BY DILLON RADIN:

The CD matures at $8,764,365.72 which brought in $68,664 of interest earned, we'll see that on the books next month. The CD that just expired is at 3.17, the new rate is 3.08. That was a three month CD, the one that just expired, this one we did 2 months, to give us more time to reassess. We are fully transferred over to Chase now.

The last item is the bond update. I spoke with Noah Nadelson Of Neostat, we are in the same spot, he needs some solid details of how much we want to finance, he needs the exacts of what the capitol projects are going to be involved. The third item was solidifying our counsel. We left off with potentially looking at Biddle & Reath, we can circle back.

I followed up on the County's bond rating, it was AA, which was an upgrade for AA negative in 2024.

MANAGER'S REPORT BY RAYMOND WEBB:

The Long Island Railroad strike is in three days, the City Manager of Long Beach, his office reach out to me on Sunday, midday, they ran a bus at 6:00 a.m., 7:00 a.m., 8:00 a.m. to the Far Rockaway A Line, it was packed, and they returned empty and did that, three in, three out in the morning. They asked if we could invoice them.

BY CHAIRMAN PASQUA:

We can extend a courtesy due to extenuating circumstances.

BY VICE CHAIR McGRATH:

I agree.

BY RAYMOND WEBB:

Inspector Schilla (phonetic) from the 4th Precinct came in this afternoon to introduce himself face to face, we had a good conversation, he hopes to be here in June. The County Executive's Office shared with him that we have a lot of camera coverage, they want to avail themselves, partner with us to share our camera system, there's no money involved. We can set them up with a guest account, not everything, just the external cameras so they can view roads and that sort.

TRMI was out here today to tune off all the lanes, anything that was possibly malfunctioning or slightly faulty, they corrected everything.

The commemorative plaque is going to be installed tomorrow or Friday on the south tower of the building. We've started our spring cleaning, all the toll booths have been painted. The spring flower boxes are out.

New York State Insurance Fund was out three weeks ago to discuss our safety program. We had a productive meeting, they are going to make some recommendations, do a couple of modules, worker safety, an OSHA 10 training course for the maintenance guys and that helps with our insurance too. Due to the incident with the transformer, the disaster recovery plan, business continuity plan needs to be beefed up too. We have a very good draft that will be presented at the next meeting.

The insurance fund has a module for all of us and they are going to come out and do the cyber security training as well.

I received some correspondence from DOT Region 10, they are going to do a paving project in the fall, September, on 878 both ways, we are going to try to get all parties together and sort it out as to what the impact will be. They are doing some prep work, some guys were putting out BMS near the ramp. It will be four or five work days, and maybe one Monday the next week, strictly daytime.

We are going to have the six months tune up on the drawbridge, mechanical stuff starting on the 27the. We already started our watering program yesterday, we exercised the truck, tuned up the crew.

Sprinklers and plantings, stick to as much monochromatic as we can, red at the plaza, purple everywhere else.

The transformer project, we had a progress meeting, they're into their design. They're moving forward, they want to come out for another field visit and have Hinck Electric here with him, open manhole covers and dig around a little bit. They know what needs to get done now.

Bartholomew will be out to work on the brakes June 3rd to perform maintenance and also instruct us on what to do in the future so we can do it ourselves.

Light poles, we are waiting for Hinck, for Keith to give us specs.

The lighting plan for the holiday weekend, red, white and blue, rotate it and leave it on a little bit longer than usual, make it flow like a flag.

One thing with the water truck that we're using this year, it's better coverage, you can use the middle lane and hit all three lanes going in one direction. We are going to put up some signs DOT uses when they use cure concrete on the bridges, wet, water over bridge.

Upon a motion by the Chairman Vincent Pasqua, seconded by Vice Chair McGrath, the Board went into Executive Session at 7:25.

ROLL CALL: Chairman Vincent Pasqua
Vice Chair Monica McGrath

The Board came out of Executive Session at 8:20 p.m.

The meeting was adjourned at 8:20 p.m.

The next meeting of the Bridge Authority will take place on Wednesday, June 17, 2026.

VINCENT PASQUA, CHAIRMAN

MINUTES OF THE MEETING OF THE

NASSAU COUNTY BRIDGE AUTHORITY

HELD ON JUNE 17, 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 (NOT PRESENT)
WING LAU, IT MANAGER

Chairman Pasqua called the meeting to order at 6:35 p.m.

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

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

Upon a motion by Chairman Pasqua, seconded by Commissioner Palleschi and unanimously carried, the Board voted to ratify paid vouchers for April and May of 2026.

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

ACCOUNTING & FINANCE: BY DILLON RADIN

Page 15: Credit card revenue is up from April from $60,000 up to about $77,000, it's also up to 16,000 from last night. May '26 was the third highest month of credit card revenue since we started accepting credit cards, the month of May 17,000 transactions compared to 13,000 in April, and 14,000 in May of '25. We expect to see another increase the next couple months.

Page 16: Budget Variance Report, actuals, the budgeted for 2026, on the right hand side the actual from 2025. E-ZPass revenue came in over budget, as the credit card revenue and invoice revenues. GL Code 41001, interest in time deposits, 68,665 from the CD that matured in May. The insurance reimbursement, GL 42005, the $157,000 is from the insurance claim.

Page 17: Payroll expenses, actual verse budgeted, versus 2025, everything came in right around budget, nothing is over other than the health insurance premiums, premiums went up.

Page 18: Operating expenses, actual versus budget, versus May of 2025. 606 or 60601, the emergency repairs, that's the code we allocated all of the insurance claim expenses to. We paid GC Com in May of 2025 for the job that they did in June of last year, when they shaved down the steel fingers from the drawbridge, we paid that last month about $33,000.

The automobile expenses came in 571% over budget, due to new tires for the roadway sweeper, around $3,000, new brakes for the

Ford Fusion, around $2,000 and the pay loader needed a road call service, around $4,000.

70300, other professional services, that's consulting fees, Robert and John, Cullen & Danowski, we don't pay them anymore, I will look into what that 23,000.

Page 19: There nothing there.

Page 20: Depreciation expenses, the same every month, straight line basis.

Page 21: Revenues year to date, budgeted amounts verse the 2025 actuals. Overall, we're coming in 10% over the budget, and 5% higher revenues from last year. The credit cards are leading the way coming in 40% over.

Page 22: Payroll expenses, almost all are coming in under budget, overtime is slightly over. Salary, other, we've had a couple of retirements and other leaves.

Page 23: Year to date operating expenses, the biggest accounts here other than insurance which we've had an uptick because of the transformer, we had to get more insurance on that. We had to get further snow insurance, we renewed our fire, besides the emergency repairs, the biggest one is the credit card fees which was that backlog where we didn't pay many credit card fees in the back end of 2025, and it compiled which we paid in April.

Page 24: Bond interest, we've paid out our bond interest, bond interest fees, it's lower from over last year 4%.

Page 25: Year to date appreciation expenses, all on a tree line basis, the exact same appreciation year over year.

70802, computer equipment, looks the same, but it's showing 900% differential that has to be fixed manually, 891 and then 760, we know that's not correct, we don't want to publish invalid percentages even though the numbers are accurate.

Page 26: Revenue, traffic stats compared to 2025, the passages are down, E-ZPass discounted tag revenue is down. E-ZPass fares is up, 5.86%. Cash is down, but the invoice revenues is up significantly, and the credit card is up 26%. We are down 19,000 crosses for the month, Memorial Day weekend was a wash out, even with the Memorial Day weather, for the month, we are 16,000 higher than last year.

Page 27: A chart, looks good.

Page 28: Traffic stats and revenues year to date, we are down in passages 100,000, but we're still up in revenue $36,700.

Page 29: Credit card values were up 83,000. Monthly overtime, month over month, every department is up except for maintenance and full time total collectors as well compared to 2025, it was a 19% increase. That is year to date. We have no more short term collectors. We had sergeants, we had three vacations in May, they took substantial chunks. The part-timers all converted to seasonal from May 15th to September 30th.

Page 30: Payroll and operating expensive year over year are down. Insurance reimbursement income update, we received three payments from Hartford Steam Boilers work. That $5,250 is the newest and latest payment for the transformer monitoring and infrared testing to make sure everything was working properly with the new transformer. They covered it, but not all of it, that was just the payment tube breakdown, that is what we claimed. With Almico we claimed $10,800, they covered the entirety of the infrared testing, we ended up with 25% of what we claimed for the transformer monitoring, we got $1,850 out of the $7,400. This is the full insurance claim breakdown. We claimed $296,341.82 and we were reimbursed 74.83% of that for $221,749.

Next slide is the Memorial Day weekend comparison from 2025 to 2026. The entirety of the weekend in 2025, we brought in $164,465.30, this Memorial Day weekend we were down $52,000. The credit cards were actually only down about $100 from 2025 to 2026 over that weekend.

MANAGER'S REPORT ON BRIDGE OPERATIONS:

We have some visuals, Shannon Quinn, who replaced John DeAngelis in IT, designed this presentation. We put in a thermal camera that allows us to monitor up to 10 spots in a particular area. It'll monitor the temperatures, we can set an alarm to either too high or too low with the bridge heat issues. We set alarms so that if it hit a certain watermark, it would send us emails. We're learning a pilot program on this camera, Altitude is our vendor, they installed it two weeks ago. We started our watering program with the truck. Our main concern is the actual teeth itself, the spans, we're monitoring the whole span, it will constantly take readings from all over the area and do that. We can monitor up to 10 areas all of the screen. This is just in case the temperature rose quicker than we were expecting. We generally water at 10:00 a.m., last weekend, it was hot, we've been dropping a lot of water.

The next group of slides, we have some new additions to the Osprey nest, it's slightly north of the tower. This video is on the front page of our website. We named them Olivia and Oscar.

We installed the plaque, it's on the south panel.

Nassau County Police, we talked about shared services with the video sharing in the critical locations, they're fully on board, the Intelligence Unit and an Electronic's Unit, work out of the police academy and Mitchell Field, they've got full access, we passed along the app.

We received the Disaster Recovery Plan, we have a final draft. I'll circulate it for the next meeting, and then we'll adopt it. It became more comprehensive, we have one for IT and we added the infrastructure in as well. We'll share it with our insurance brokers and they can share with the carriers and we can claim we have our systems in place for recovery.

We met with the New York State Insurance Fund this morning, we're developing a modern safety program.

Facility, electrical power management and transformer, a new project, LKB, the project manager and design team will be here tomorrow morning, Hinck will be here as well.

Engineering Report: BY ROBERT ESLINGER

We had a progress meeting on Monday for both projects, the bulkhead and the electrical, the big thing coming up is a field visit. They have a one line diagram put together on how this thing is going to get laid out. We have to reach out to PSE&G to figure out how they're going to bring in power. It's moving along. We want to have a gas fired generator so we don't have to worry about continuing to refill it with diesel, there's a line that will need to come in.

BY RAYMOND WEBB:

The bulkhead, we had progress meeting on Monday, Wayne Culver, and the LKB design group, that went very well. Slacke Boring Company was here yesterday and today, they had several locations that were on the map from LKB on where they were supposed to board, he ended up going deeper than originally planned before, it almost down to 60 feet.

LKB is shooting for the end of June, the beginning of July to put in the permit application.

We will ask LKB to look into a boat ramp or a dock, maybe a walk out with a small lift, or a jet dock to lift a boat out.

Back in the summer of '22, fall of '22, we had a little sinkhole on the Atlantic Beach side, we had S&B Excavating put a TV line in, took a picture, and H&L Contracting helped us out and they repaired it, they did a repair, recently while doing an inspection on the other side last week we noticed a few little sinkholes, we did some burlap, we filled it up so it's safe right now, but it looks like we're going to have to get somebody in. S&B Excavating did a camera inspection, it was $5,000 for that. H&L did the repair, it was about 27, 29,000. maybe we can tie it in with the bulkhead as one project.

We had a visit from Bartholomew Group to inspect all the brakes on the bridge, the smaller brakes inside the machine room on both sides, north and south towers, east and west, they are in really good condition. The report from Bartholomew was that it looks like the maintenance crew is doing a good job with everything here. The larger brakes which holds the bridge closed, he was a little concerned with the look of those and corrosion and build up on them. This is a massive break, a recommendation from H&H for Bartholomew Co to come out, and they did this free of charge, came out and inspected everything and then they provided us with a quote for some work in the future if we want to clean those brakes up and have them serviced.

We performed the six month maintenance on the bridge, checked all of our casings, make sure all of our oil was still everywhere, we'll do it again before the winter.

We got an estimate from GC Com for the bearing project. We got their estimate $440,000 just to buy the bearings. We reached out to Basilico, they're working something up for an estimate. We may have to go out to bid for it.

BY WING LAU:

I spoke to Mr. Player, we resolved it, it turned out to be a total of 18 passages at $3 apiece, total was about $54 we sent him a money order. We worked with TRMI to resolve it and we resolved all the outstanding issues. We're still cleaning up about 10 more, 15 more customers, we review their passages and if it is something that we owe them refunds on, we will cut refunds.

The Light poles, we are still waiting for Keith, he said he's got to look into it. I'll stay on it and make sure.

BY RAYMOND WEBB:

The landscaping, flowers, we ordered, we're still waiting, we received a dozen of the Red Day Lily Perennials, we planted those along that fence and then we had planted a couple others along Acapulco. Keith and Ken have just not got us what we've been asking for. We will cancel the order if we don't receive it by next week.

We are ready for the 4th of July, we have some red, white, blue decorations for the front of the building and the plaza. The VMS signs out on both sides which are letting everybody know, road work ahead, to watch for the water on the roadway. We are letting them know we're watering the bridge.

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board went into Executive Session at 7:40

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

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board came out of Executive Session at 8:10

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

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board adjourned the June 17, 2026 meeting.

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

The meeting was adjourned at 8:10 p.m.

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VINCENT PASQUA, CHAIRMAN

MINUTES OF THE MEETING OF THE

NASSAU COUNTY BRIDGE AUTHORITY

HELD ON July 15, 2026

LAWRENCE, NEW YORK

PRESENT: VINCENT PASQUA, CHAIRMAN

MONICA MCGRATH, VICE CHAIR

ARNOLD PALLESCHI, COMMISSIONER

ANTHONY LICATESI, COMMISSIONER

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 6:40 p.m.

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

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

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

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

ACCOUNTING AND FINANCE BY DILLON RADIN

Follow up findings from the June board meeting, "other professional fees," it was at 24,000, that was comprised of the Cullen & Danowski final bill for the '25 year end book closing, that came to $15,000; after that, it was all of our consultants, legal engineer, stenographer, and bridge operator John Woodovich. The budget for the depreciation accounts was taken care of.

Page 14: Credit card revenue, credit card option brought in as of June 26th, $86,507 in revenue, highest month of credit card revenue since debut. We are forecasting an even higher month of July. Month over month from May to June, it was a 12.36% increase. From June 2025 to 2026, it was a 26% increase.

Page 15: Budget variance report for revenues, credit cards up 26%; the tolls receipts in cash is down 15%, but we're bringing in revenue elsewhere; E-ZPass discount tags is up; MTA revenue is up 17%; invoice revenue is up from last year 141%. Everything came in right around 4 under budget, we are right around budget, the credit card skews it, we only budgeted $35,000, so 142% over, but beating the budget is a good thing for our revenues.

Page 16: Variance report, for payroll and related expenses, the Worker's Comp, GL Code 60053, 318% over budget for this month, that's primarily because we paid our annual fee for Worker's Comp with Fleury Risk Management, about $5,000.

Salaries came in right around budget, year over year right around, or at budget. The tolls was a bit above, we have seasonal employees working, that is another reason why overtime is over as well. Payroll service did go up slightly. We have an on-call ADP employee to help with payroll, we bought the new system, it wasn't an off the shelf package, we needed a little extra help. We have a specific employee who's assigned to our account now.

Page 17: We have a new GL Code 60450, this is our IT, TRMI GL Code, we will be allocating all of our TRMI invoices and expenses there. GL 60650 through 60652, all the E-ZPass membership costs, maintenance cost, transaction costs, are all at zero because that is all being allocated for the TRMI GL Code. I'm working on distributing that budget that we have there between IT TRMI and the general item down at 60900, that was formerly the computer expense GL code, we renamed that General IT, that also includes our monthly subscriptions, Adobe and our email, Microsoft subscriptions, the adobe acrobat products, things like wires, cables, accessories, things that need replacing, mice, keyboard, it is a blend of hardware and software. Optimum is under "telephone," Ring Central, and eventually, it would be Starlink

The credit card fees from last year were 6,000% higher, because prior to Kristen's departure, we stopped paying our credit card fees, the bulk of those were paid this year in January.

Page 18: There's nothing there.

Page 19: Depreciation expenses, step down Trans Elevator, it was at $50, it was a mistake and the new gas meter was at zero. These are monthly depreciation expenses, straight line bases.

Page 20: Year to date revenues versus the budget, versus 2025 figures. June has been a great moment between the MTA revenues and the credit card revenues, 4% higher than last year. The insurance reimbursement, is the total for the transformer and everything, we got our last payment from that, $5,250, we received that in June. That was for the Olemco, the transformer monitoring, and testing. It also includes the $10,000 we got from the insurance claim with Azcona. We recouped $240,751 out of 296, we recovered 74%. Looking at 41001, interest in time deposits versus last year, we're down 36%, that is not including the most recent CD that matured, which brought in $43,000, we're actually higher than it shows.

Page 21: Year to date payroll and related expenses versus budget, everything looks pretty good. The health insurance premiums were above budget because they went up. Disability insurance, higher than budget, but right in line with last year's numbers.

Page 22: Operating expenses versus budget, and versus last year, some numbers that jumped out, the automobile is 235% higher than last year because we didn't receive the reimbursement check for our gas from Nassau County Police

Department, that's an $8,000 check that will be receiving this month. Other professional fees, 26% higher this year so far, primarily because we used Cullen & Danowski for the first four months of this year. Same with the credit card fees, that $59,000 this year so far compared to the $11,000 last year, around June we stopped paying until the end of the year which we paid in January. The armored car carrier services is 102% higher because October and November of last year got lost in the invoices and accounts payable, we paid them around February. we now use Safe & Sound.

Page 23: Same as last month.

Page 24: Same instance here, nothing has changed, same monthly depreciation expenses. The OPEB, is up. I'm sure because we have a higher because of our GASB valuation that was done earlier this year, you pay more each month.

Page 25: Traffic stats, higher passages, higher revenues, it was a good month.

Page 26: Monthly chart, cash is down, everything else is up. Returns and refunds, that minus 57, that was a $57 payment to Robert Player.

Page 27: Year to date traffic stats, through June we brought in over 6 million, we won't double that in the second half, but it's looking good now compared to where we were in the springtime.

Page 28: Is a chart demonstrating those figures.

Page 29: Payroll, overtime by department, all in line with previous months. The part time is up 13.99, because of our seasonal toll collectors that moved from part time.

Page 30: A chart for that, everything seems to be in order.

CONT'D BY DILLON RADIN:

Moving on to the certificate of deposit, it just matured five days ago on July 10th. The rates have gone up, either the sixth month or the 12 month rates look good compared to where they were two months ago. I would recommend the six month, 3.3%. The last renewal, we did a two month at 3.08, before that, we did a four month at 3.19.

BY CHAIRMAN PASQUA: The Board is in agreement, we will commit to the 12 month CD.

BY DILLON RADIN: Quick bond update, confirming we are going with the firm Biddle & Reath?

BY CHAIRMAN PASQUA: Yes.

BY DILLON RADIN: Confirming the projects we are going to finance, the bulkhead replacement, for six million, five and a half to six.

BY CHAIRMAN PASQUA: We don't know if it'll be that number yet.

BY DILLON RADIN: The bearing replacement, rough estimate, $1.5., painting and cleaning, rough estimate $7 million, the main storm drainage line of repair, rough estimate $1.5., we're looking at around 16 million to be financed.

BY CHAIRMAN PASQUA: Let's see if we can get the estimates in real proposal numbers and then we'll make a decision, maybe we don't do everything at one time.

MANAGER'S REPORT BY RAYMOND WEBB:

We are into our summer season of operations, it's been very healthy with the warm weather two heat waves have certainly helped revenue with the beach traffic. We did have a little glitch with the drawbridge last two Thursday's ago. We see something new, a new challenge every time, we open, but with the thermal camera now, helping us with monitoring the roadway deck temperatures, the watering program, it all helps. We boiled it down to now the human factor, the operator's actual experience of what he is feeling up there. We've been running a test every morning twice, one around 8:30, and around 10:30. If we hear, see, feel anything, we act on it. The Coast Guard has been very supportive. After the little glitch, Dimitro, took some photos, Hardesty & Hanover was out last week, you will see silver scrapes up there, something's happening, it's different than last year when we looked at the same location, something's rubbing. We are hoping that the bearings change will alleviate some of this.

We are waiting for an estimate from Basilico.

We are progressing with the cameras, we are 100% on the last round, they just need to be fine tuned with aiming and things of that sort. Altitude will be on site tomorrow to do fine tuning. The one on the Osprey nest which is a featured on the homepage on the website, we've got a live feed on the Osprey nest. We worked with the Fourth Precinct detectives last weekend with a situation they had.

We have the disaster recovery plan, it's still in final draft. It's ready to go, I'll give it another look and read through it and get it ready for next month.

The insurance guy's coming on Monday, August 10th, I'd like to have it in place by then.

The facility of power management plan, we had a progress meeting with LKB today.

ENGINEERING REPORT BY ROBERT ESLINGER:

LKB has got a very good schematic put together, some of the details for the system that we're looking for. What we want from PSE&G was to not have a transformer on the authority property. PSE&G said they would prefer to do a pole mounted, from the pole across the street and have a transformer on the pole and bring 208 right to the building. We are setting up a site visit for PSE&G to get everybody together, it should move pretty quick from there.

The other issue is the gas line for the generator. For the generator we need a much bigger gas support, although, we're not using it, unless the generator's being run, you still need a certain gas supply to keep it running. Once we have PSE&G

squared away on how they are going to bring the power in, I think LKB can finish up these plans pretty quickly. The generator will be two feet above the flood elevation. Bulkhead design update, we had a progress meeting with LKB today for the bulkhead. They have really progressed with the plans. There's a floating dock now, they put it on the Banister Creek side, it's protected from the channel. It's 22 feet long x 5 feet wide, set up very close to the bulkhead. There's about two and a half feet of water at that location at low tide, at high tide you will have much more. There's a 50 foot gangplank going down from the top of the bulkhead to keep that incline manageable. That's in the permit. They were out here two weeks ago doing borings, unfortunately, the results from the borings show very, very poor material. The soil is basically to the point where they have a hammer that they push down on the core at many locations, they basically didn't have to even push it which means the soil is a very poor type of soil. Unfortunately, when LKB ran the numbers on the FRP sheeting, they can't get it to work anywhere on the north side here. What they're suggesting at this point is to use steel sheeting.

BY MARK STANIISIC: We had the Bartholomew group out here, to look at the brakes, they inspected, got their feet wet with all of our equipment up there. It was a visit that was on the house from the Bartholomew Company. The larger brakes, they need to be taken apart, the underneath is grating from the ocean, there's just corrosion all over them. We can't service them in any way, they need to come in and pull the whole thing apart. It's a two-day operation just for one break. They gave us a quote of about $22,000 to rehabilitate them.

BY ROBERT ESLINGER: Light poles, I spoke to H&H today, Keith is going to have that over tomorrow. They did a photogrammetric analysis to make sure that the roadway is being covered properly with the light that's out there now and the pole height, and they found out it is.

Upon a motion by the Chairman Pasqua, seconded by Vice Chair McGrath, and unanimously carried, the Board went into Executive Session at 7:50.

Upon a motion by the Chairman Pasqua, seconded by Commissioner Licatesi Chair McGrath, and unanimously carried, the Board came out of Executive Session at 8:15.

Upon a motion by the Chairman Pasqua, seconded by Commissioner Palleschi, and unanimously carried, the Board adjourned the July 15, 2025 meeting.

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

The meeting was adjourned at 8:15 p.m.

VINCENT PASQUA, CHAIRMAN

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