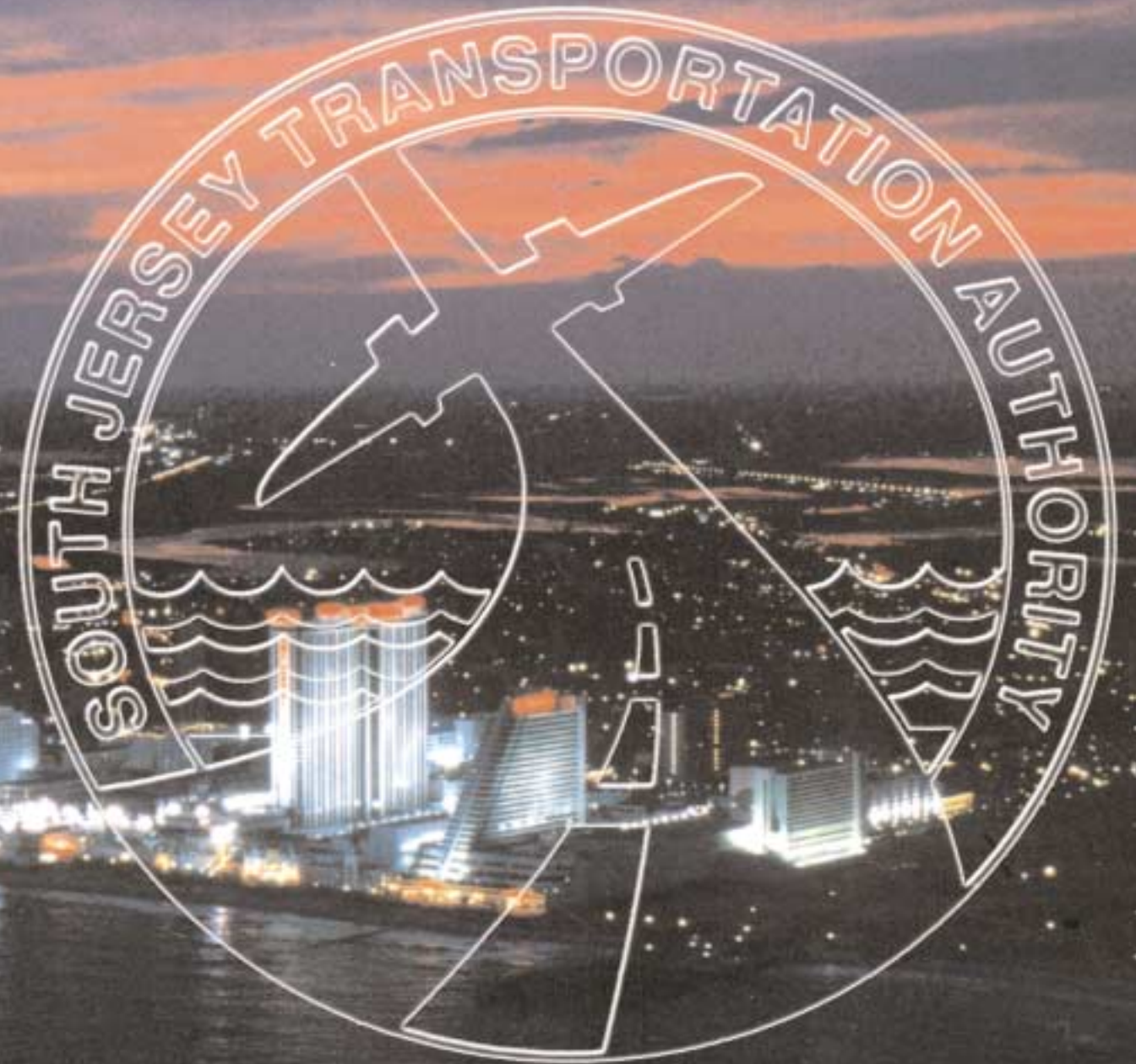




The South Jersey Transportation Authority is dedicated to responsible conservation of the New Jersey Pinelands. The Pinelands is home to the Atlantic City International Airport and 30 miles of the Atlantic City Expressway.

One of New Jersey's greatest treasures, the Pinelands is our country's first National Reserve and a U.S. Biosphere Reserve of the Man and the Biosphere Program. This internationally important ecological region is 1.1 million acres in size and occupies 22% of New Jersey's land area. It is the largest body of open space on the Mid-Atlantic seaboard between Richmond and Boston and is underlain by aquifers containing 17 trillion gallons of some of the purest water in the land.

Two Thousand Annual Report





On the front cover: On the cover: Photograph of Atlantic City’s celebrated skyline at night. Atlantic City enjoyed over thirty-three million visit-trips in 2000. Automobiles accounted for 23 million, casino buses 9 million, franchised buses 535 thousand, air 323 thousand and rail 133 thousand.
On the back cover: Picture of the South Jersey pinelands, courtesy of the New Jersey Pinelands Commission.

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The South Jersey Transportation Authority, created by an Act of the New Jersey Legislature in 1991, exists to improve transportation in the six-county South Jersey region and to promote economic development through transportation-related projects. The SJTA mission includes the operation of the Atlantic City Expressway, the operation and expansion of the Atlantic City International Airport, and the management of tour bus operations in Atlantic County.



The Honorable Christine Todd Whitman
Former Governor of New Jersey



The Honorable Donald T. DiFrancesco
Acting Governor of New Jersey



Stanley R. Glassey
Authority Chairman



James A. Crawford
Executive Director

Commissioners

of the South Jersey Transportation Authority



Carl W. Block



Charles J. DePalma
Vice Chairman



James Michael Dwyer



Charles E. Owens



Louis Toscano



Rev. James Washington



James Weinstein
NJDOT



Charles E. Hance
NJCC

On the cover: Photograph of Atlantic City's celebrated skyline at night. Atlantic City enjoyed over thirty-three million visit-trips in 2000. Automobiles accounted for 23 million, casino buses 9 million, franchised buses 535 thousand, air 323 thousand and rail 133 thousand.

The Year 2000 was a dynamic year of transition for the South Jersey Transportation Authority.

The Authority continued its aggressive position on Bus Safety and trained almost 1100 drivers from 180 bus companies through December 2000. This in response to accidents involving casino bound buses in recent years.

The Atlantic City International Airport reported reduced passenger counts in 2000, down about 10% from 1999. Air Charters accounted for the largest reduction.

Bus passenger arrivals at casinos decreased to 9,014,832 in 2000 from 9,342,230 in 1999. Motor Coaches accounted for nearly 29% of all visit-trips to the resort.

The Authority will also grow in 2001 as the Expressway adds the Atlantic City-Brigantine Connector to its length. This growth anticipates the further growth of our region and its importance to the overall development of New Jersey.

Being in transition is a good thing. It means that there is a wave of new opportunities coming, adding to the many years of prosperity and growth.

Respectfully submitted,

Stanley P. Glassey

Stanley R. Glassey, Chairman

The South Jersey Transportation Authority is approaching a decade of accomplishment and service to the State and Region. It is fitting to look at where we have come from, where we are now and where we are moving.

In 1991 the South Jersey Transportation Authority was created as the successor to The New Jersey Expressway Authority and the Atlantic County Transportation Authority. The purpose of the Authority is to coordinate South Jersey's Transportation System including the highway network, aviation facilities, and the overall transportation challenges of Southern New Jersey.

The Year 2000 has been a pivotal year and most certainly a year of transition. Real progress continues as the SJTA meets the current transportation needs of today committed to deploying substantial resources to plan and prepare for a dynamic growing service area.

Major accomplishments in the Year 2000 include:

Completion and opening of the Berlin-Cross Keys Interchange serving over 100,000 Camden and Gloucester County trips per month.

Initiation of the First major runway rehabilitation for the Atlantic City International Airport's 10,000' runway (13-31)

Construction and opening of a new service station on the Atlantic City Expressway.

Reconstruction of the service station at the Farley Service Plaza.

Designated 300 acres at the Airport to permanent conservation as open space.

Acquisition of 550 acres of wetlands and interspersed uplands that have been permanently set aside for conservation.

Developed a marketing program along with the ACCVB to promote overnight stays in Atlantic City and South Jersey.

The SJTA launched a well orchestrated marketing initiative to attract new air service to ACY.

The Year 2001 will prove to be a historic year of major accomplishment. The \$330 million Atlantic City Tunnel Project races toward a summer 2001 completion. The AC - Brigantine Connector will provide a substantially enhanced transportation network for the region.

The Atlantic City International Airport will see the arrival of Continental ExpressJet service in June, followed by Spirit Airlines new Coast to Coast service launching in July, 2001 linking Los Angeles through Chicago with Southern New Jersey. New parking, including outdoor and multi level garage will serve the increased airport needs.

The men and women of the South Jersey Transportation Authority are committed to our mission and always strive for excellence. This work force remains an outstanding example of dedicated public employees committed to providing safe, convenient and enjoyable travel opportunities to the residents and visitors in our region.

We look forward to the future with enthusiasm, confident that Southern New Jersey will enjoy and benefit from state of the art transportation services.



James A. Crawford, Executive Director, South Jersey Transportation Authority, addressing dignitaries at Berlin-Cross Keys opening.

Respectfully submitted,

James A. Crawford, Executive Director

2000 in Review

Operating Revenue

- Toll Revenue ↓ .25%
- Airport Revenue ↑ 10.9%
- Concession Revenue ↑ 7.9%
- Parking Revenue ↑ 1.9%
- Rental Revenue ↑ 4.1%
- Total Operating Revenue ↑ 2.6%

Atlantic City Expressway Traffic

- Pleasantville Barrier Toll Plaza ↑ .01%
- Egg Harbor Barrier Toll Plaza ↑ 2.4%
- Total Expressway ↑ 5.3% to 50,619,351 Toll Paying Vehicles.

Atlantic City Expressway: Annual Traffic Increase or Decrease at Each Toll Area

YEAR	PLEASANTVILLE	POMONA	MAYS LANDING	EGG HARBOR	HAMMONTON	WINSLOW	WILLIAMSTOWN	BERLIN- CROSS KEYS*	TOTAL EXPRESSWAY
2000	0.01%	8.90%	9.10%	2.40%	10.90%	18.90%	11.30%	100%	5.30%
1999	-6.1%	-11.3%	-9.9%	-5.6%	6.7%	2.1%	2.4%		-5.5%
1998	3.5%	2.7%	5.6%	2.6%	5.2%	5.5%	1.7%		3.2%
1997	1.5%	99.3%	13.4%	4.7%	4.5%	5.0%	6.5%		6.6%
1996	-7.6%	34.8%	-1.3%	0.1%	0.6%	1.2%	4.6%		-2.9%
1995	-2.8%	-5.2%	-0.8%	2.6%	-2.3%	-0.3%	-0.4%		-0.9%
1994	4.4%	4.7%	2.4%	2.9%	2.1%	6.2%	5.3%		3.8%
1993	4.0%	6.8%	-0.4%	3.1%	0.5%	4.1%	-1.1%		3.0%
1992	5.1%	8.2%	8.1%	1.6%	4.5%	3.0%	3.7%		4.1%
1991	-5.9%	-5.4%	-7.1%	-2.5%	-2.0%	-2.4%	3.6%		-4.3%
1990	3.2%	5.0%	5.3%	1.4%	-3.1%	2.6%	2.4%		2.6%
1989	4.6%	9.8%	9.2%	1.0%	1.6%	9.7%	4.3%		3.8%
1988	5.1%	30.2%	22.9%	4.0%	1.8%	7.2%	7.8%		6.2%
1987	5.6%	49.7%	6.0%	8.7%	7.4%	1.8%	14.1%		7.6%
1986	0.7%	13.0%	9.0%	4.5%	9.8%	17.9%	20.8%		3.8%
1985	-2.1%	219.2%	-3.0%	3.1%	7.8%	7.7%	14.2%		1.2%
1984	19.3%		33.5%	9.1%	5.1%	11.7%	16.6%		16.4%
1983	15.5%		21.0%	10.9%	9.8%	8.2%	8.6%		13.6%
1982	13.9%		12.3%	7.9%	6.3%	9.1%	15.9%		11.5%
1981	25.1%		34.0%	13.1%	8.9%	11.4%	8.5%		19.5%
1980	35.0%		48.9%	27.0%	6.4%	10.4%	14.5%		29.9%
1979	42.9%		48.6%	11.2%	0.4%	16.7%	18.6%		25.6%
1978	38.9%		27.1%	15.7%	6.3%	16.7%	22.4%		24.6%
1977	11.9%		7.9%	10.3%	6.1%	15.2%	19.9%		11.1%
1976	10.0%		23.9%	10.9%	11.4%	12.3%	6.2%		10.7%
1975	3.1%		-11.6%	5.4%	11.5%	19.1%	22.5%		5.3%
1974	-9.4%		-5.9%	-14.6%	-10.0%	-9.9%	-31.6%		-13.1%
1973	1.7%		7.7%	10.9%	2.4%	-8.0%	20.8%		7.0%
1972	-5.5%		-6.3%	3.2%	10.3%	13.8%	57.5%		1.6%
1971	-0.7%		0.7%	1.8%	28.6%	11.6%	76.3%		3.4%
1970	2.4%		6.1%	6.4%	75.7%	-10.5%	52.3%		6.8%
1969	6.5%		29.8%	4.1%	55.1%	2.0%	54.3%		7.3%
1968	3.8%		71.0%	6.0%	6.9%	7.8%	12.7%		6.2%
1967	6.7%		6.0%	2.1%	9.8%	14.6%	12.4%		4.7%

* Berlin-Cross Keys ramp was opened May 2000.

NOTE: Expressway from Turnersville to the Parkway opened on July 31 1964, and from Parkway to Atlantic City on July 30, 1965. Gasoline shortages in 1974 and again in 1979. First casino opened in May 1978. Major construction on Route 30 in 1984 and again in 1992 to early 1995. Ramps to/from the east at Pomona opened August 1984; ramps to/from the west tolled October 1996.. Route 40 construction 1989 to 1991. Route 55 opened October 1989. Major recession in 1991. In 1995 the end of Route 30 construction and start of Route 42/Whitman bridge construction negatively affected all toll areas except Egg Harbor. Eastern end of Expressway negatively affected by bridge and Corridor construction starting March 1996. Bridge and corridor construction ended July 1997. Cash tolls doubled and E-ZPass with discounts began in November 1998. Berlin-Cross Keys opened in May 2000.

Atlantic City International Airport Traffic

- Spirit Airlines Passenger Count ↓ 6.6%
- USAirways Express ↓ 29.5%
- Total Charter Passengers ↓ 11.8%
- Total Airport ↓ 9.8% to 902,798 passengers

Tour Bus Traffic

- Line Bus Trips ↓ 2.9%
- Charter Bus Trips ↓ 5.9%
- Total Bus Trips ↓ 3.9%
- Overnight Bus Trips ↑ 1.2%

(Increase reflects positive results for the regional effort to increase duration of visitor's trips to Atlantic City.)

The Authority in Transition

2000 a Pivotal Year

ATLANTIC CITY EXPRESSWAY

The Atlantic City Expressway completed a year of significant growth and improved services, they include:

- The Berlin-Cross Keys Interchange opened in May 2000. This was the first completely new interchange since 1965. The Interchange is serving over 100,000 Camden and Gloucester County trips per month.
- The initial phase of 1.5 Miles of the 4.5 Mile “third lane” project was constructed. When completed this project will result in a 6 lane roadway from the Pleasantville Toll Plaza across the McGahn Bridge.
- An additional service station and mini mart opened in September at milepost 4 in the intercept parking area between the Pleasantville Toll Plaza and Atlantic City.
- Reconstruction and modernization of the service station at the Farley Plaza.
- Reconstruction of the Intercept parking lot.
- Installation of a new fiber optics cable the entire length of the Expressway.
- Ten miles of roadway was resurfaced during 2000.

ATLANTIC CITY EXPRESSWAY - Facility Profile

Opened to Traffic1964

Completed into Atlantic City1965

LocationFrom Atlantic City, travels northwest through the Counties of Atlantic, Camden, and Gloucester, ending at Route 42, approximately 10 miles east of Philadelphia

Length44.5 miles, expanding in 2001 to include 2.5-mile Atlantic City / Brigantine Connector

Interchanges13

Toll Areas8

Collection MethodsE-ZPass is accepted at all toll locations. For cash customers, exact change is required at all exit ramps, and at designated lanes at the Pleasantville Barrier Toll Plaza.

Passenger Vehicle Toll RatesRange from \$0.10 to \$2.00 depending on toll plaza and payment method

First Operating AuthorityNew Jersey Expressway Authority. Merged into South Jersey Transportation Authority December 17, 1992



New Service Station / Mini Mart at the Intercept parking lot.

ATLANTIC CITY INTERNATIONAL AIRPORT

The Atlantic City International Airport launched many new initiatives designed to prepare the airport for increased passenger demand.

Spirit Airlines celebrated it’s 10th anniversary at ACY.

Major construction activity is highlighted by the rehabilitation of the 10,000 foot runway 13-31. This project is expected to be completed in 2001. Complementing this work is the rehabilitation of Taxiway B, also targeted for a 2001 completion.

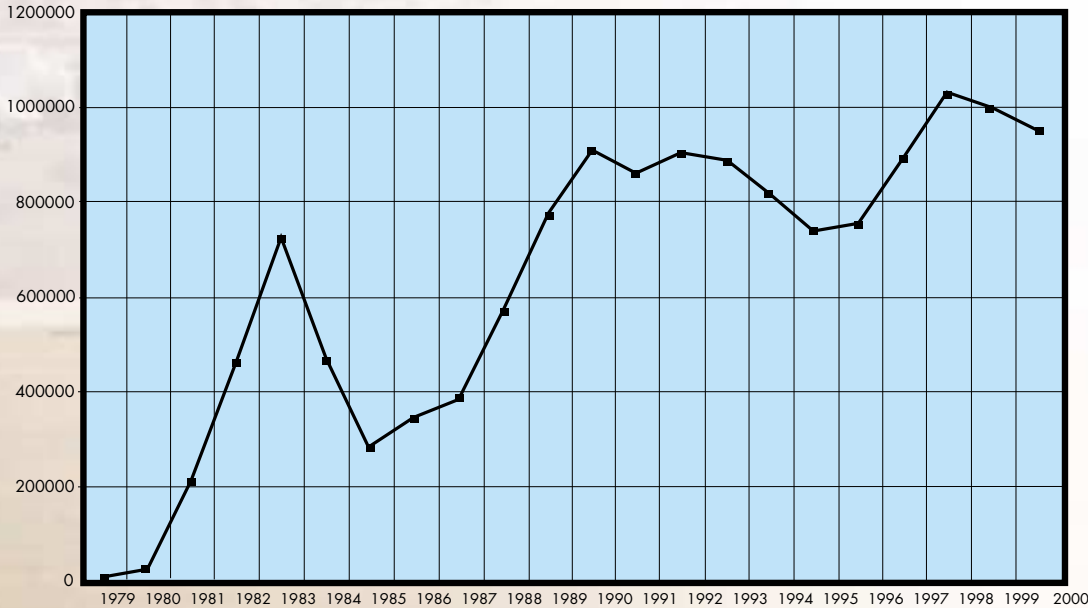
The award of a design/build contract for the construction and maintenance of new surface parking lots (1,500 cars) and a parking garage (1,300 cars) was approved.

The Atlantic City International Airport is undergoing expansion in anticipation of expected growth, due to new casino development and an escalating marketplace.



Photo: Anthony Smedile
Work on rehabilitation project, runway 13-31.

Atlantic City International Airport Passenger Counts, 1979-2000



ATLANTIC CITY INTERNATIONAL AIRPORT - Facility Profile

Location	.9 miles northwest of downtown Atlantic City, with portions in Egg Harbor, Hamilton and Galloway Townships in Atlantic County
Facility Size	Approximately 5,000 acres, with approximately 2,000 acres under operation of SJTA
Runways	13-31, the primary runway, is 10,000 feet long and 150 feet wide. 4-22, the cross-wind runway, is 6,144 feet long and 150 feet wide
Terminal Size	788,014 square feet including a restaurant, snack area, gift shops, passenger lounge and observation areas served by four loading bridges with eight gates.
Elevated Boarding Bridges	4
Gates	8
Passenger Usage	Approaching 1 million annually
Airlines	Spirit Airlines USAirways Express Tie Aviation Gold Transportation several charter operations
Other Operations	Raytheon Aircraft Services Midlantic Jet Aviation, Inc. U.S. Customs Service Air National Guard William J. Hughes FAA Technical Center
History	Federal ownership starting in 1942 as Pamona Naval Air Station. First passenger terminal built 20 years later and operated intermittently by City of Atlantic City. City transfers civil terminal area to SJTA on September 24, 1992. SJTA obtains full operational control of airfield on April 15, 1998.



Photo: Courtesy of Spirit Airlines
Spirit Airlines Anniversary Jet arriving at the Atlantic City International Airport to celebrate its 10th anniversary at ACY.

Atlantic City International Airport Aircraft Operations 1999-2000

MONTH	COMMERCIAL		(GA) CIVIL		MILITARY		TOTAL	
	1999	2000	1999	2000	1999	2000	1999	2000
Jan.	1358	1230	1381	1760	1317	2132	4056	5122
Feb.	1415	1333	1939	2012	2276	2547	5630	5892
March	1626	1460	1822	2387	2363	2828	5811	6675
April	1615	1419	2429	2307	2212	2379	6256	6105
May	1622	1393	2092	4138	1560	3008	5274	8539
June	1582	1306	2524	2838	2581	2666	6687	5810
July	1649	1409	2520	2464	2200	1797	6369	5670
August	1591	1302	2631	2072	2500	1848	6722	5222
Sept.	1411	1151	2048	3126	1977	2556	5436	6833
Oct.	1433	1253	2370	2824	2103	2462	5906	6529
Nov.	1309	1213	2248	2686	3010	2484	6567	5353
Dec.	1310	1038	2026	2140	2701	2103	6037	5271
TOTAL	17,921	15,497	26,030	30,754	26,800	28,800	70,751	75,051

SJTA Promotes Bus Safety with Training

Responding to accidents involving buses on New Jersey Highways, the SJTA launched a Bus Safety Training Program in 1999. Through 2000, 1072 drivers completed the program with over 180 Bus Companies participating. This program has been an outstanding success and lauded by government and industry for the contribution to bus passenger and overall highway safety.

The curriculum includes: Adverse Weather Conditions; Defensive Driving Techniques; Road Rage; Rules of the Road Speed Limits; and Motor Coach Safety Operations; Driver Health; Nutrition and Fatigue.

BUS MANAGEMENT OPERATIONS

• Assisted Bus Drivers	1,715	• Checked Bus Parking Lots	830
• Issued Variances	1,134	• Issued Violations	627
• Assisted Parking Lot	778	• Managed Curb - Convention Center Events	62
• Assisted Casinos	793		

OUTREACH

- Staff formed an alliance with the American Bus Association (ABA), Atlantic City Bus Operators Association (ACBOA), Casino and Non-casino industries to jointly sponsor the “Tenth Annual Bus Rodeo” in April, 2000. A total of 27 drivers and 6 mechanics competed.

SAFETY

- The Authority’s Safety Training Program has been recognized by the Federal Motor Carrier Safety Administration (FMCSA) as a “Model” Program which can be applied and promoted to other tourist destinations.

**South Jersey
Transportation Authority
10th Annual
“Bus Operator’s Rodeo”
Wednesday, April 12, 2000**



Left to Right: 2nd Prize Winner - Anthony Griffith, New York Airport Service; SJTA Chairman - Stanley R. Glassey; Joshua Bennett - Atlantic City Bus Operators Association; 1st Prize Winner / Driver of the Year - David Hersh Sr., Capitol Trailways; SJTA Director of Tourist Services - Wade Lawson; 3rd Prize Winner - Stanley R. Whistler, Capitol Trailways.

The Bus Rodeo and the American Bus Association’s Driver & Mechanic Regional Competition awards over \$5,000 in Prizes. These programs are designed to reward skilled drivers and mechanics with an overall positive impact on Bus Safety.

Casino Bus and Passenger Counts

2000			1999		Difference, 2000 vs 1999	
BUS TYPE	BUS	PASS.	BUS	PASS.	BUS	PASS.
LINE	263,343	5,458,663	271,145	5,568,384	-2.9%	-2.0%
CHARTER	86,986	3,317,369	92,402	3,563,825	-5.9%	6.9%
OVERNIGHT	4,872	201,399	4,812	186,339	1.2%	8.1%
SUPER	349	8,547	45	970	675.6%	781.1%
AIR CHART.	2,183	72,179	3,312	124,975	-34.1%	-42.2%
PAID CHART.	200	8,937	131	5,335	52.7%	67.5%
PARA-TRANS.	1,024	15,927	1,976	16,856	-48.2%	-5.5%
OTHER	134	3,990	17	521	688.2%	665.8%
TOTALS	359,091	9,087,022	373,840	9,557,205	-3.9%	-4.0%

NEW YORK AVENUE PARKING GARAGE- Facility Profile

LocationOn New York Avenue, between Atlantic and Pacific Avenues, in Atlantic City

SizeSix levels and 825 parking spaces in 270,575 square feet. Included is 13,800 square feet of leasable office and retail space on the ground floor.

Usage LevelsIn excess of 95% of capacity. Spaces are marketed to various casino properties, local businesses and government agencies.

SJTA Employees Care

The Year 2000 was a year that the employees of the SJTA Family came together to support many area charities. Our family of employees demonstrated once again their generosity by giving countless hours of personal time and financial resources to those in need.

CHARITY PROGRAMS SELECTED IN 2000

- Public Employees Charitable Campaign (PECC) 146 Employees gave \$12,662.00
- American Heart Association Heartwalk 135 walkers raised \$8,363.00
- Thanksgiving Food Drive
11 Food Baskets were delivered to area families
- Christmas Toy Drive
125 Gifts were purchased for needy children and adults
- South Jersey Aids Alliance
Employees purchased tree and donated time and money



Christmas Toy Drive, (from left) Tina Harvey, organizer, Susan Groves, Fran Johnson, and Joseph Monzo, Santa’s elves, helped put the finishing touches on the 125 gifts purchased.

THE ATLANTIC CITY/BRIGANTINE
CONNECTOR PROJECT

This 2.5 mile, \$330 million project will be completed in the summer of 2001. The tunnel portion is now 90% complete. \$268.3 million was expended by mid-January 2001.

The project will provide an improved evacuation access from Brigantine Island, reduce traffic congestion on Atlantic City streets and provide better access to the Convention Center and Marina development areas.

MILESTONES:

- January 1997: NJDOT, SJTA and Mirage sign Road Development Agreement
- October 1997: Closing of the \$125 million escrowed loan from CoreStates Bank N.A. Award of the design/build Contract to Yonkers/Granite Construction
- October 30, 1998: Complete right-of-way availability
- October 30, 1998: Received CAFRA permit
- November 1998: Groundbreaking
- March 1999: Begin spending SJTA's \$125 million escrowed Project Fund
- September 2000: MGM/Mirage and partners begin construction of casino hotels



Atlantic City / Brigantine Connector Project,
Northern Project Area
September 2000

ATLANTIC CITY/BRIGANTINE CONNECTOR - Facility Profile

Location	In Atlantic City between the eastern terminus of the Expressway and Brigantine Boulevard, with access to area roadways and facilities such as the Atlantic City Convention Center
Purpose	Provide evacuation route for Brigantine Island. Increase capacity of transportation network for anticipated casino development in the City's Marina District. Improve ingress and egress for Atlantic City Convention Center.
Size	2.5 miles, including a 2,200-foot Cut-and-Cover section along Penrose Canal
Construction Period	November 1998 to October 2001
Contractor	Yonkers/Granite Construction Co., under a design/build contract
Cost	\$330 million
Funding	Jointly by SJTA, NJDOT and A.C. Holding Co.
Ownership and Operation	Assumed by SJTA upon completion.

ATLANTIC CITY/BRIGANTINE CONNECTOR - Aerial Photographs



Southern Project Area



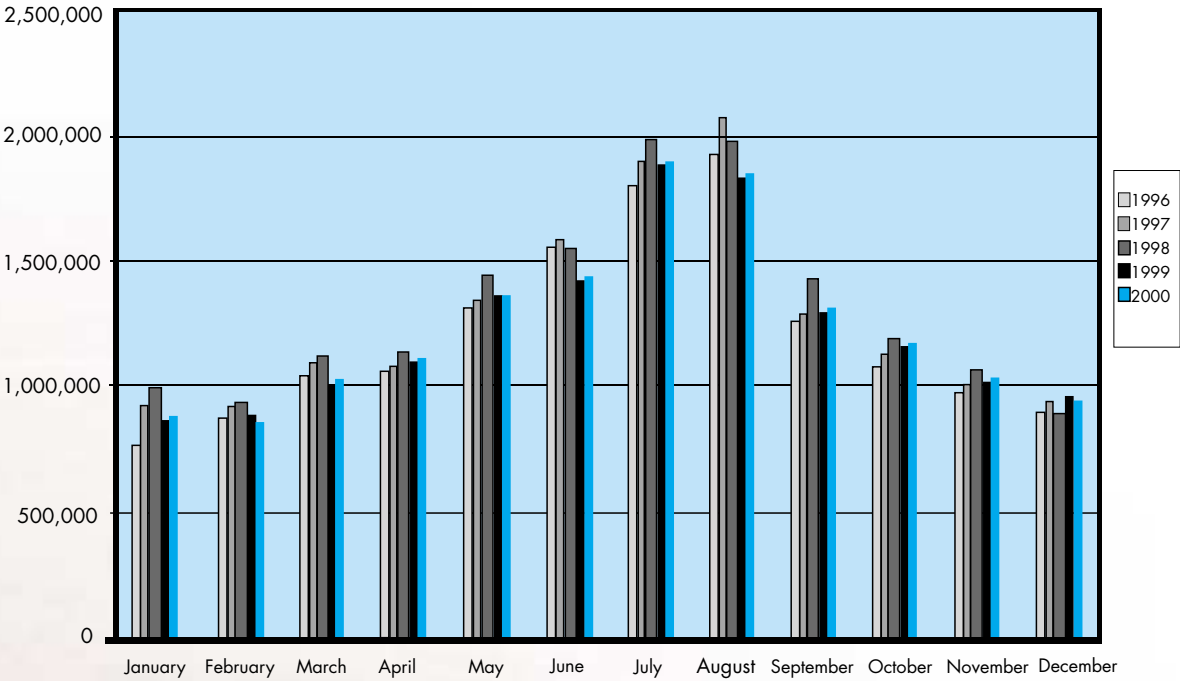
Central Project Area



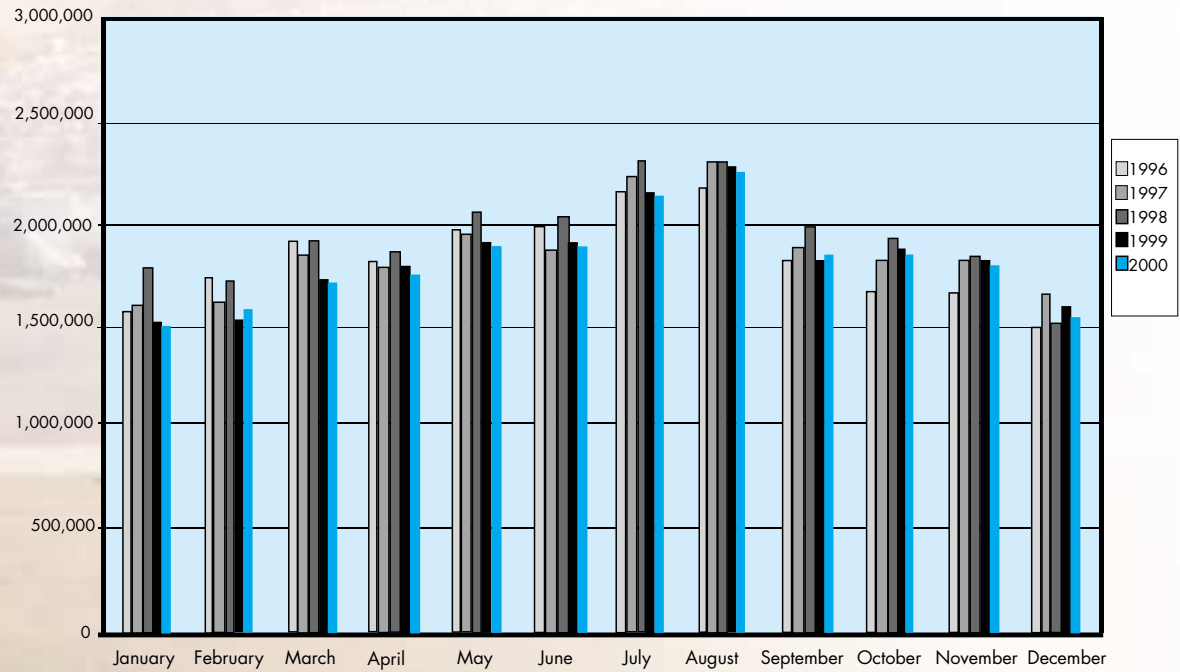
Northern Project Area

Toll and Traffic Operational Data

Egg Harbor Toll Barrier
Monthly Toll Paying Vehicles



Pleasantville Toll Barrier
Monthly Toll Paying Vehicles



- Note:
1. Not including income from service area rentals, investments and other sources
 2. Expressway opened for traffic on July 31, 1964
 3. Casinos in Atlantic City opened as follows: Resorts International, May 1978; Caesar's Boardwalk Regency, June 1979; Bally's Park Place, December 1979; Sands, August 1980; Harrah's, November 1980; Golden Nugget, December 1980; Atlantis, April 1981; Claridge, July 1981; Tropicana, November 1981; Trump Plaza, May 1984; Trump's Castle, June 1985; Showboat, March 1987; and Trump Taj Mahal, April 1990.
 4. Toll ramp opened at Interchange 9, Delilah Road, in August, 1984
 5. First toll increase since 1969 implemented November 30, 1998
 6. Revenue per transaction expected to decline as E-ZPass usage increases (E-ZPass customers pay discounted toll rates)
 7. Toll ramp opened at Interchange 41, Berlin-Cross Keys Road, in May 2000.

Atlantic City Expressway Annual Toll Traffic and Revenues

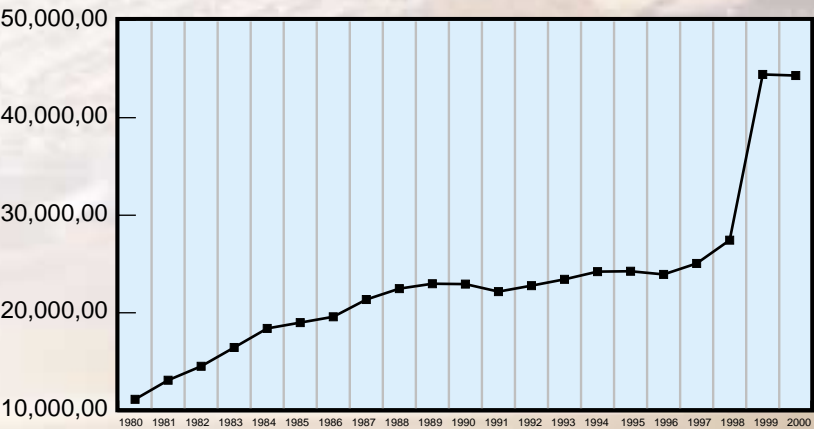
Calendar Year	Toll Traffic	Toll Revenue (1)	Total SJTA Revenue	Percent from Tolls	Toll Revenue PerVehicle
1964(2)	1,014,548	\$741,668	\$745,802	99.4	0.73
1965	4,007,164	2,253,755	2,296,807	98.1	0.56
1996	6,096,547	3,268,444	3,416,512	95.7	0.54
1967	6,380,080	3,616,908	3,482,843	94.1	0.57
1968	6,773,838	4,005,455	4,279,961	93.6	0.59
1969	7,270,137	4,356,523	4,688,596	92.9	0.6
1970	7,764,570	4,691,374	5,084,273	92.3	0.6
1971	8,032,007	4,794,179	5,224,866	91.8	0.6
1972	8,161,724	4,892,070	5,434,518	90.0	0.6
1973	8,732,426	5,394,473	5,963,060	90.5	0.62
1974	7,585,840	4,65,643	5,274,390	88.5	0.62
1975	7,986,995	4,902,620	5,530,087	88.7	0.61
1976	8,843,662	5,436,684	6,017,630	90.3	0.61
1977	9,826,579	6,019,869	6,640,053	90.7	0.61
1978(3)	12,245,975	7,240,020	8,088,050	89.5	0.59
1979(3)	15,383,322	8,576,921	9,778,716	87.7	0.56
1980(3)	19,988,359	11,126,831	12,550,393	88.7	0.56
1981(3)	23,894,730	13,084,174	16,016,950	81.7	0.55
1982	26,650,882	14,514,182	18,142,563	80.0	0.54
1983	30,286,240	16,441,044	19,425,417	84.6	0.54
1984(3)(4)	35,253,091	18,394,014	21,843,003	84.2	0.52
1985(3)	35,665,732	18,991,386	22,848,165	83.1	0.53
1986	37,037,486	19,587,547	23,145,985	84.6	0.53
1987	39,836,484	21,357,481	24,964,708	85.6	0.54
1988	42,298,412	22,475,047	26,769,121	84.0	0.53
1989	43,905,047	22,977,015	28,209,445	81.5	0.52
1990(3)	45,035,072	22,939,345	28,154,882	81.5	0.51
1991	43,113,761	22,169,148	26,645,446	83.2	0.51
1992	44,901,487	22,779,560	25,935,604	87.8	0.51
1993	46,262,939	23,429,336	SJTA begins	N/A	0.51
1994	48,023,048	24,218,471	30,713,109	78.9	0.5
1995	47,602,146	24,257,677	31,458,000	77.1	0.51
1996	46,243,612	23,932,905	30,498,288	78.5	0.52
1997	49,290,846	25,056,325	31,958,288	78.4	0.51
1998(5)	50,855,587	27,444,172	35,321,293	77.7	0.54
1999	48,050,179	44,434,942	57,923,234	76.7	0.92(6)
2000	50,619,361	44,322,412	56,594,080	78.3	0.88

Atlantic City Expressway Toll Schedule

Location	Classification	Cash Rate	E-ZPass Discount Rate	E-ZPass Frequent User Discount Rate
Pleasantville	Auto	\$0.50	\$0.33	\$0.30
	Limo	1.00	0.75	0.50
	Dual Tire	1.00	0.66	0.66
	Three Axle	1.50	1.00	1.00
	Four Axle	2.00	1.50	1.50
	Five Axle	2.50	2.00	2.00
Egg Harbor	Auto	2.00	1.30	1.10
	Limo	3.00	2.00	1.50
	Dual tire	3.00	2.66	2.66
	Three Axle	4.50	3.00	3.00
	Four Axle	6.00	4.50	4.50
	Five axle	7.50	6.00	6.00
Pomona, Mays Landing, Hammonton, Winslow	Auto	0.50	0.25*	0.25*
	Truck/Bus	0.50	0.50*	0.50*
Williamstown	Auto	0.25	0.20*	0.10*
	Truck/Bus	0.25	0.25*	0.25*
Berlin-Cross Keys	Auto	0.25	0.20*	0.10*
	Truck/Bus	0.25	0.25*	0.25*

*When two outer ramps are used in the same direction during one trip (within one hour) only one toll is charged to the user's E-ZPass account

Atlantic City Expressway Toll Revenue, 1980-2000

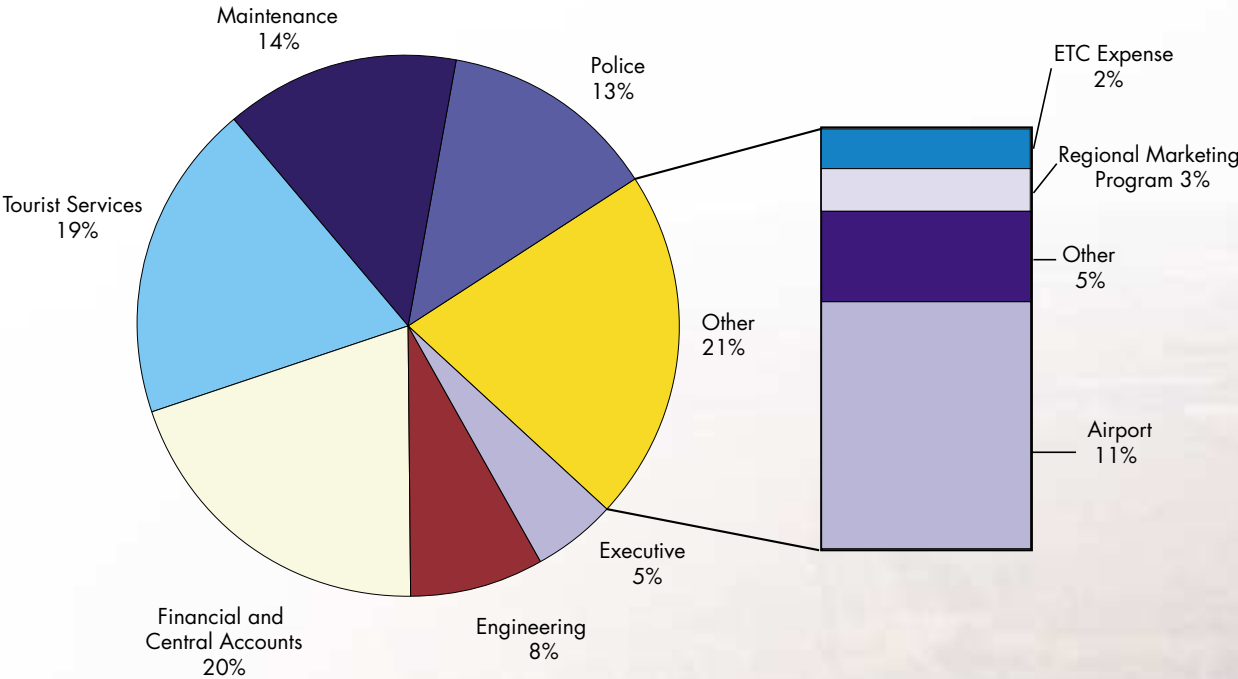


Note:
* When two outer ramp tolls are used in the same direction during one trip (within one hour) only one toll is charged to the user's E-ZPass account.

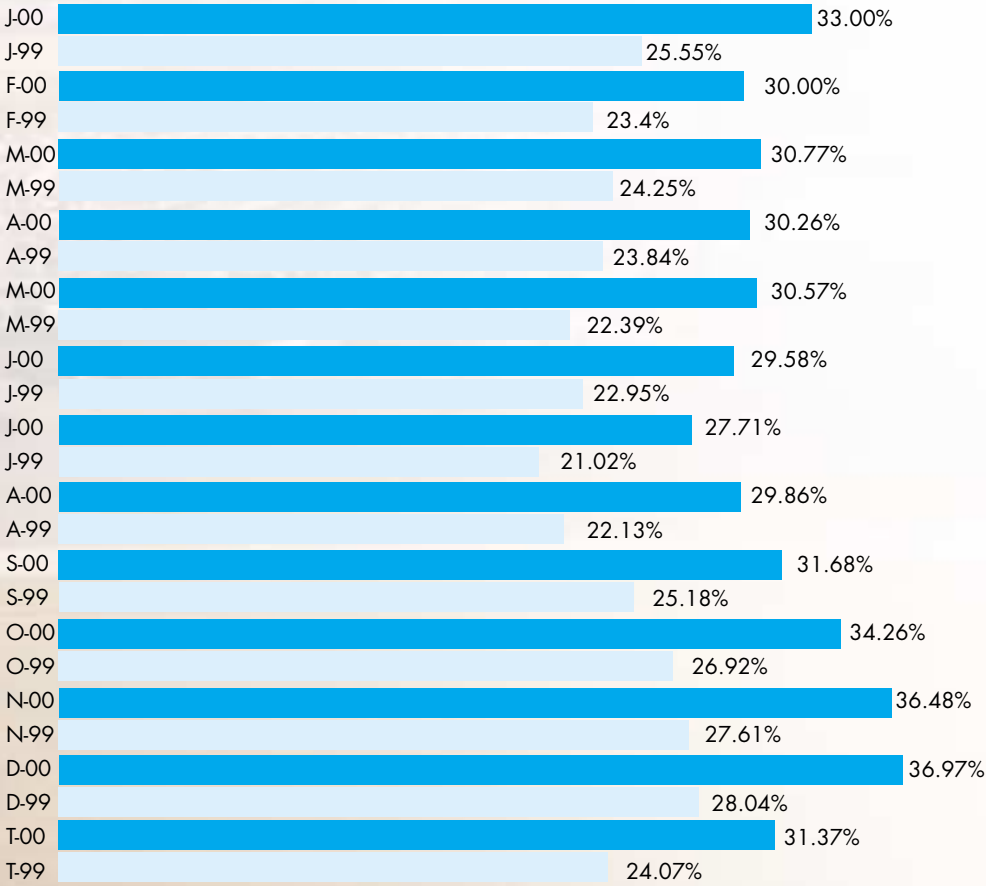
Atlantic City Expressway Enforcement and Incident Statistics

YEAR	TOLL PAYING VEHICLES	VEHICLE MILES OF TRAVEL	NO. OF SUMMONSES	DRUNK DRIVERS	ACCIDENTS	INJURIES	FATALITIES	FATALITY RATE
1978	12,245,975	233,432,316	5,795	364	221	141	5	2.14
1979	15,383,612	291,957,005	5,533	266	253	112	4	1.37
1980	19,988,359	373,337,135	5,929	314	322	188	5	1.34
1981	23,894,730	431,814,836	8,885	449	355	210	1	0.23
1982	26,650,882	472,059,973	8,943	493	396	273	4	0.85
1983	30,286,240	529,160,218	10,241	584	399	249	6	1.13
1984	35,253,091	593,472,459	10,063	726	478	250	7	1.18
1985	35,665,732	606,876,318	10,584	580	491	368	8	1.32
1986	37,037,486	636,446,175	11,330	516	540	340	6	0.95
1987	39,836,484	682,220,745	11,990	504	641	471	14	2.05
1988	42,298,412	719,350,428	12,734	549	498	210	6	0.83
1989	43,905,047	735,774,485	13,857	499	529	312	6	0.82
1990	45,035,072	749,603,705	13,656	400	457	293	10	1.33
1991	43,113,761	724,481,660	15,867	436	428	219	12	1.66
1992	44,901,487	749,603,705	13,656	400	457	293	10	1.33
1993	46,262,939	766,724,801	16,479	313	440	259	4	0.52
1994	48,023,048	791,493,258	15,722	337	541	277	15	1.90
1995	47,602,146	799,699,746	14,961	353	477	312	0	0.00
1996	46,243,612	781,302,866	13,717	277	560	215	9	1.15
1997	49,290,846	822,634,185	15,235	283	532	292	6	0.73
1998	50,855,587	847,677,260	18,497	339	522	260	12	1.42
1999	48,050,179	800,703,355	14,380	253	499	231	2	0.25
2000	50,619,361	816,794,262	12,530	263	552	225	6	0.73

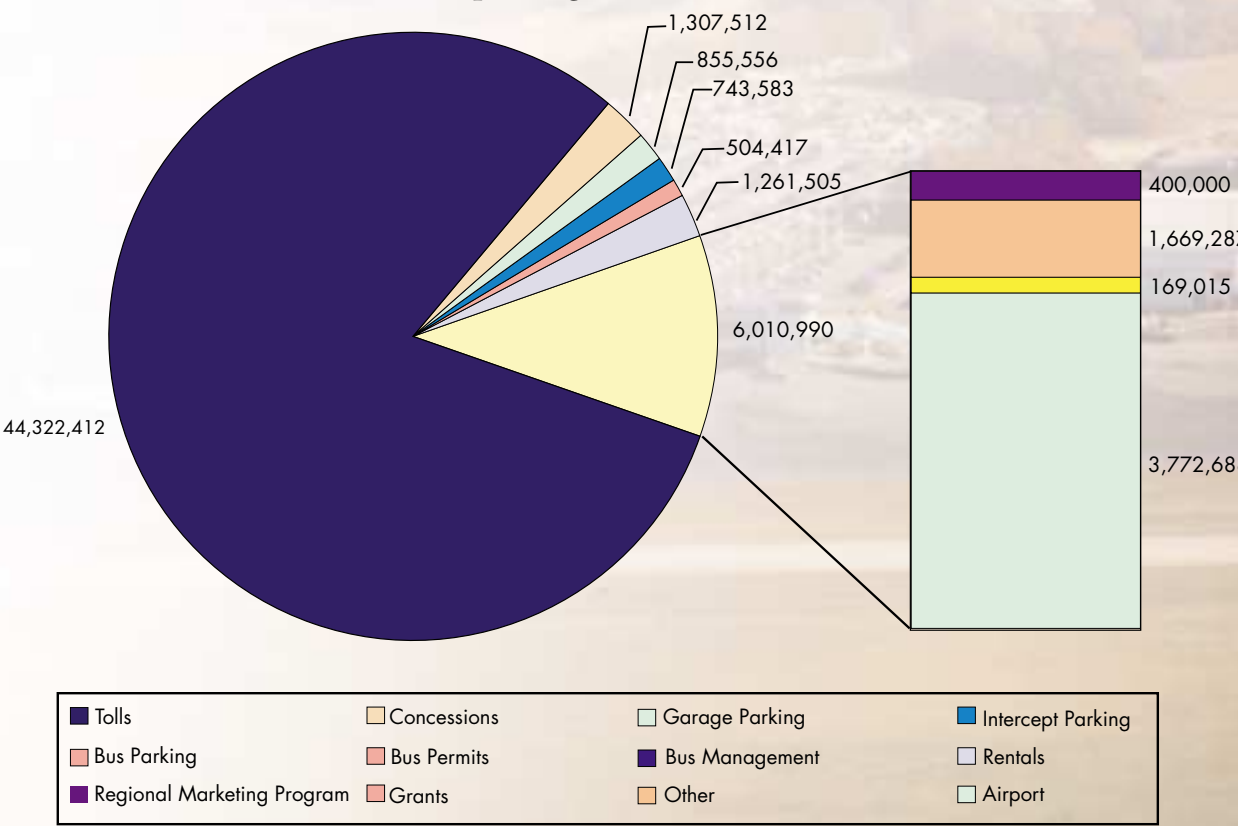
2000 Operating Expenses



E-ZPass Usage as a Percent of Total Traffic



2000 Operating Revenues, by Source



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SOUTH JERSEY TRANSPORTATION AUTHORITY
“REPORT OF AUDIT”
FOR THE YEAR ENDED DECEMBER 31, 2000

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INDEPENDENT AUDITORS' REPORT

Chairman and Commissioners of the

South Jersey Transportation Authority

Hammonton, New Jersey

We have audited the accompanying Statement of Assets, Liabilities and Fund Equity of the South Jersey Transportation Authority ("Authority"), a component unit of the State of New Jersey, as of December 31, 2000, and the related Statements of Revenues, Expenses and Changes in Retained Earnings for the year then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As described in Note 2, the Authority has prepared these financial statements in accordance with provisions of the amended and restated resolution authorizing bonds and other obligations adopted May 18, 1999, which is a comprehensive basis of accounting other than generally accepted accounting principles.

In our opinion, because of the Authority's policy to prepare its financial statements on the basis of accounting discussed in the preceding paragraph, the financial statements referred to above do not present fairly, in conformity with generally accepted accounting principles, the financial position of the Authority as of December 31, 2000 or the results of its operations and the changes in its fund equity for the year ended December 31, 2000.

Hutchins, Laezza, Farrell & Allison, P.A.

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Chairman and Commissioners of the

South Jersey Transportation Authority

Hammonton, New Jersey

Page 2

However, in our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the South Jersey Transportation Authority, State of New Jersey, as of December 31, 2000, and the results of its operations and the changes in its fund equity for the year then ended, in conformity with the basis of accounting described in Note 2.

In accordance with Government Auditing Standards, we have also issued a report dated March 9, 2001 on our consideration of the Authority's internal control structure over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grants.

Our audit was made for the purpose of forming an opinion on the financial statements taken as a whole. The accompanying financial information listed as Supplementary Information in the Table of Contents is not a required part of the financial statements, but is presented as additional analytical data. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated in all material respects in relation to the financial statements taken as a whole, on the basis of accounting described in Note 2.

Hutchins Laezza Farrell + Allison

Hutchins, Laezza, Farrell & Allison, P.A.

March 9, 2001

Hutchins, Laezza, Farrell & Allison, P.A.

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REPORT ON COMPLIANCE AND ON INTERNAL CONTROLS

OVER FINANCIAL REPORTING BASED ON AN AUDIT OF

FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE

WITH GOVERNMENT AUDITING STANDARDS

Chairman and Commissioners of the

South Jersey Transportation Authority

Hammonton, New Jersey

We have audited the financial statements of the South Jersey Transportation Authority (“Authority”), a component unit of the State of New Jersey, as of and for the year ended December 31, 2000, and have issued our report thereon dated March 9, 2001 in which we expressed an unqualified opinion in conformity with the basis of accounting described in Note 2. The Authority prepares its financial statements in accordance with provisions of the amended and restated resolution authorizing bonds and other obligations dated May 18, 1999, which is a comprehensive basis of accounting other than generally accepted accounting principles. We conducted our audit in accordance with generally accepted auditing standards and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States.

Compliance

As part of obtaining reasonable assurance about whether the Authority’s financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of non-compliance that are required to be reported under Government Auditing Standards.

Hutchins, Laezza, Farrell & Allison, P.A.

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Chairman and Commissioners of the

South Jersey Transportation Authority

Hammonton, New Jersey

Page 2

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority’s internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting. Our consideration of the internal control over financial reporting would not necessarily disclose all matters in the internal control over financial reporting that might be material weaknesses. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions.

We noted no matters involving the internal control over financial reporting and its operation that we consider to be material weaknesses.

This report is intended for the information and use of the Finance Committee, management, others within the organization and for filing with the State Treasurer. However, this report is a matter of public record and its distribution is not limited.

Hutchins Laezza Farrell + Allison

Hutchins, Laezza, Farrell & Allison, P.A.

March 9, 2001

Financial Statements
Exhibit A

Financial Statements
Exhibit B

SOUTH JERSEY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND
CHANGES IN RETAINED EARNINGS - UNRESTRICTED FUNDS
Year Ended December 31, 2000
With Comparative Totals for the Year Ended December 31, 1999

	Revenue Fund	Airport Fund	General Reserve Fund	Totals	
				2000	1999
Operating Revenues:					
Tolls	\$ 44,322,412			\$ 44,322,412	\$ 44,434,942
Concessions	1,307,512			1,307,512	1,211,627
Garage Parking	855,556			855,556	674,982
Intercept Parking	743,583			743,583	893,692
Bus Permits	504,417			504,417	475,814
Bus Management					30,113
Rentals	1,261,505			1,261,505	1,212,362
Regional Marketing Program	400,000			400,000	300,000
Grants	1,669,287			1,669,287	817,815
Other	169,015			169,015	138,446
Airport		\$ 3,634,429		3,634,429	3,278,451
Operating Revenues Before System Proceeds	51,233,287	3,634,429		54,867,716	53,468,244
System Proceeds	1,726,364			1,726,364	4,454,990
Total Operating Revenues	52,959,651	3,634,429		56,594,080	57,923,234
Operating Expenses:					
Executive	1,487,294			1,487,294	1,554,781
Engineering	2,379,656			2,379,656	2,114,272
Finance and Central Accounts	6,370,064			6,370,064	5,654,897
Tourist Services	6,003,579			6,003,579	5,686,694
Maintenance	4,591,523			4,591,523	4,177,466
Police	4,104,555			4,104,555	4,086,518
Electronic Toll Collection Expense	674,150			674,150	523,615
Regional Marketing Program	831,230			831,230	450,000
Other	1,669,287		\$ 2,500,000	4,169,287	3,317,815
Airport		3,579,958		3,579,958	3,405,232
Operating Expenses Before System Proceeds	28,111,338	3,579,958	2,500,000	34,191,296	30,971,290
System Proceeds	1,726,364			1,726,364	4,454,990
Total Operating Expenses	29,837,702	3,579,958	2,500,000	35,917,660	35,426,280
Operating Income/(Loss)	23,121,949	54,471	(2,500,000)	20,676,420	22,496,954
Non-Operating Income/(Expenses):					
Interest Revenue	400,185	17,752	790,657	1,208,594	821,641
Interest Revenue Transferred From Restricted Funds	1,224,800			1,224,800	866,871
Due To Other Governmental Agencies					
Cancelled		120,507	221,949	342,456	
ETC True-Up Revenue			646,617	646,617	
Electronic Toll Collection Expense			(646,617)	(646,617)	
Transfers To Restricted Funds	(8,363,238)		(9,127,928)	(17,491,166)	(16,302,983)
Total Non-Operating Income/(Expenses)	(6,738,253)	138,259	(8,115,322)	(14,715,316)	(14,614,471)
Net Income/(Loss)	16,383,696	192,730	(10,615,322)	5,961,104	7,882,483
Retained Earnings/(Deficit), January 1	2,589,145	(2,459,480)	14,388,215	14,517,880	6,635,397
Retained Earnings, December 31 Before Required Transfer to General Reserve	18,972,841	(2,266,750)	3,772,893	20,478,984	14,517,880
Transfers (To)/From Unrestricted Funds	(15,178,804)		15,178,804		
Retained Earnings/(Deficit), December 31 After Transfer	\$ 3,794,037	\$ (2,266,750)	\$ 18,951,697	\$ 20,478,984	\$ 14,517,880

See accompanying notes

SOUTH JERSEY TRANSPORTATION AUTHORITY
STATEMENT OF ASSETS, LIABILITIES AND FUND EQUITY
December 31, 2000
With Comparative Totals as of December 31, 1999

	Unrestricted Accounts			Restricted Accounts			Totals	
	Revenue Fund	Airport Fund	General Reserve Fund	Debt Service Fund	Rehabilitation and Repair Fund	State Payment Fund	Relate Fund	Construction Fund
ASSETS								
Unrestricted Assets:								
Cash and Cash Equivalents	\$5,009,728	\$ 305,884	\$ 16,712,455					\$ 17,360,737
Change Funds	22,150							22,150
Interest Receivable	27,189	2,403	96,129					75,666
Accounts Receivable	1,007,923	1,007,923						1,983,444
Grants Receivable	302,614	61,647						364,261
Prepaid Expenses	302,890							409,637
Fuel Inventory	54,879							29,220
Interfunds Receivable	92,341							2,579,539
Total Unrestricted Assets	7,750,882	1,377,777	16,598,314					22,113,591
Restricted Assets:								
Cash and Cash Equivalents								18,824,092
Accounts Receivable								1,579,685
Grants Receivable								17,296,328
Lease Receivable								1,203,531
Interest Receivable								5,184,644
Interest Receivable								1,482,429
Total Restricted Assets								38,566,869
Other Assets:								
Costs of Investment in Facilities								182,572,665
TOTAL ASSETS	\$7,750,882	\$1,377,777	\$16,598,314					\$76,803,273
LIABILITIES AND FUND EQUITY								
Current Liabilities Payable From Restricted Funds:								
Accounts Payable	\$ 1,891,050	\$789,822						\$ 2,679,458
Deferred Income	159,544	4,128						171,252
Deferred Interest Revenue	63,829	52,821						63,251
Escrow Deposits	211,566							221,441
Due to Other Governmental Agencies	673,090							544,465
Accrued Expenses								551,288
Reserve for Regional Marketing Program								450,000
Reserve for Electronic Toll Collection Expense								522,615
Interfunds Payable	992,658							2,574,032
Total Current Liabilities Payable From Restricted Funds	3,901,737	3,644,527						7,476,774
Current Liabilities Payable From Unrestricted Funds:								
Accounts Payable								2,098,053
Retainages Payable								2,397,329
Due to Other Governmental Agencies								689,637
Economic Recovery Funds Advanced								448,881
Interfunds Payable								178,733
Bonds Payable, Net of Discount (\$ 1,656,484), Deferred Loss on Refunding (\$ 217,583)								1,496,936
Total Noncurrent Liabilities								2,277,923
FUND EQUITY								
Contributed Capital - Grants and Aid	55,108							118,937
Contributed Capital - Other Sources								15,133
Retained Earnings/(Deficit):								20,438,774
Restricted								230,797,401
Total Fund Equity	3,794,037	(2,266,750)	18,951,697					251,370,246
TOTAL LIABILITIES AND FUND EQUITY	\$7,750,882	\$1,377,777	\$18,951,697					\$381,489,528

Financial Statements
Exhibit C

	SOUTH JERSEY TRANSPORTATION AUTHORITY STATEMENT OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS - RESTRICTED FUNDS					
	Year Ended December 31, 2000					
	With Comparative Totals for the Year Ended December 31, 1999					
	Rebate Fund	Subordinated Debt Fund	Debt Service Fund	Rehabilitation and Repair Fund	State Payment Fund	Debt Service Reserve Fund
						Construction Fund
						Totals
						2000
						1999
Non- Operating Income/(Expenses):						
Interest Revenue			\$ 24,217	\$ 298,933	\$ 5,545	\$ 896,105
Lease Revenue						\$ 7,272,664
ETC True- Up Revenue		\$ 551,149				305,286
Interest Revenue Transferred To						551,149
Operating Account						
Bonds Payable			(24,217)	(298,933)	(5,545)	(896,105)
Cost of Investment in Facilities:			(2,490,000)			(1,224,800)
Bonds Paid in Current Year						105,000
Interest Expense Capitalized -						2,595,000
Net of Interest Income						(2,595,000)
Due To Other Governmental Agencies						926,519
Cancelled						(11,725)
Fund Expenses			(2,116)			(4,516)
Interest on Bonds			(11,643,444)			(2,012,708)
Interest on Loans						(8,874,898)
Electronic Toll Collection Expense		(551,149)				(2,703,443)
Arbitrage Rebate	\$(230,313)					(551,149)
Transfers (To)/ From Unrestricted Funds			6,616,174	1,000,000	2,499,992	(230,313)
Transfers (To)/ From Restricted Funds	230,313		7,704,570			17,491,166
State Payment					(2,500,000)	(7,934,883)
Total Non- Operating Income/(Expenses)			185,184	1,000,000	(8)	4,692,953
Retained Earnings, January 1			417,107	5,000,000	8	5,878,129
Retained Earnings, December 31	\$ 0	\$ 0	\$ 602,291	\$ 6,000,000	\$ 0	20,763,852
						\$ 26,641,981
						\$ 20,763,852

See accompanying notes

Notes to Financial Statements
Year Ended December 31, 20000

1. GENERAL

The South Jersey Transportation Authority ("Authority") was created in 1991 by the South Jersey Transportation Authority Act ("Act"), Chapter 252 of the Laws of New Jersey. The Authority became the successor to the New Jersey Expressway Authority ("NJEA") and the Atlantic County Transportation Authority ("ACTA"). Pursuant to the Act, the Authority acquired the Civil Terminal Area of the Atlantic City International Airport as a transportation project. The purpose of the Authority is to coordinate South Jersey's transportation system in its regional jurisdiction of the counties of Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem, and deal particularly with the highway network, aviation facilities and the transportation problems of Atlantic County.

The Authority's responsibility is to maintain, repair and operate the 44.5-mile Atlantic City Expressway. Other functions of the Authority include those assumed with the acquisition of ACTA as follows: operation of the New York Avenue Parking Garage and related office and commercial space in Atlantic City, New Jersey; bus management; bus and automobile parking; traffic management; and transportation planning in Atlantic County. The Airport Division is responsible for operating and improving the Airport.

The Authority operates under a Board of Commissioners. There are nine Commissioners, comprised of the State Commissioner of Transportation, the CEO and Secretary of the New Jersey Commerce and Economic Growth Commission, and seven members appointed by the Governor with Senate approval. Serving under the Authority's Commissioners is the Executive Director, supported by various Department Heads.

The financial statements of the Authority include all funds controlled by or dependent on the Authority Commissioners in accordance with the basis of accounting as promulgated by the amended and restated resolution authorizing bonds and other obligations adopted May 18, 1999 (The Bond Resolution).

The Authority is a component unit included in the State of New Jersey's comprehensive annual financial report.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Basis of Accounting

The accounting policies of the Authority conform to accounting principles established by the Authority's 1992 Bond Resolution as amended and restated. Revenues are recognized when earned and measurable and expenses are recognized when incurred, if measurable. The financial statements are not intended to present financial position and results of operations in conformity with generally accepted accounting principles ("GAAP"). The differences between the bond resolution basis and GAAP are as follows:

- (a) The Authority presents its financial statements on a fund basis in accordance with the funds established by the Bond Resolution. GAAP requires presentation as an enterprise fund.
- (b) Purchase of property, plant and equipment are charged to expense when incurred for all funds except the Construction Fund where they are capitalized as the Cost of Investment in Facilities. GAAP requires capitalization of assets with a useful life exceeding one year.
- (c) Depreciation of the Cost of Investment in Facilities is not recognized. An expense and reduction of the Cost of Investment in Facilities is recorded for the amount of bonds paid each year in lieu of depreciation. Depreciation is not recognized for assets acquired with contributed capital and bond payments are not matched to specific assets. GAAP requires the Cost of Investment in Facilities to be depreciated over the useful life on a rational and systematic basis.
- (d) Cost of Investment in Facilities includes the costs of preparing, offering and issuance of bonds and administrative and legal costs. GAAP requires that these financial costs be amortized over the life of the debt.
- (e) Investments are carried at cost or amortized cost. GAAP requires these investments to be stated at fair value.

Notes to Financial Statements

Year Ended December 31, 2000

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

- (f) Interest expense in the Construction Fund is capitalized to the Cost of Investment in Facilities, net of interest income on the Construction Fund. Interest expense in other funds is not capitalized. GAAP requires all interest expense be considered as well as applying certain criteria to determine if the interest expense qualifies for capitalization.

B. Description of Funds

The Authority is subject to the provisions and restrictions of the amended and restated resolution authorizing bonds and other obligations adopted May 18, 1999. A summary of the activities of each Fund created by the Bond Resolution is covered below.

Revenue Fund - accounts for resources and expenditures for Authority operations of a general nature.

Construction Fund - accounts for the receipt and disbursement of funds for the construction of capital projects and cost of investment in facilities. Included in this Fund are proceeds from the issuance of Transportation System Revenue Bonds in 1992, 1994, and 1999 and Special Revenue Bonds in 1997, 1999, and 2000 (see Note 6) as well as receipt of federal and state grants (see Note 4).

Debt Service Fund - accounts for the accumulation of resources for, and the payment of, general long-term debt principal, interest and related costs.

Debt Service Reserve Fund - must maintain monies in an amount equal to \$15,175,362.50. The monies in this fund are utilized to make up any deficiency in the Debt Service Fund.

Rehabilitation and Repair Fund - accounts for monies which shall be applied to pay the costs of major resurfacing, repairs, renewals or reconstruction of each Pledged Project or any part thereof, whether buildings, improvements, fixtures, or equipment as determined in writing by the Authority and filed with the Trustee. The Authority is required to maintain a minimum balance of \$5,000,000 through and including December 31, 2001. Based on the consulting engineers report, the Authority increased the Rehabilitation and Repair Fund to \$6,000,000 as of December 31, 2000.

State Payment Fund - accounts for the accumulation of resources for, and the payment of, the Authority's State payment obligation.

General Reserve Fund - makes up deficiencies in payments to the other funds to cover operating expenses of any general project or for any other corporate purpose of the Authority permitted by the Act.

Rebate Fund – established for the purpose of paying to the United States Treasury, the Rebatable Arbitrage or the penalty amount in lieu of rebate and if elected, any amount required to terminate such penalty.

Subordinated Debt Fund – established for the purpose of providing for the reserve for the Authority's share of projected deficiencies pursuant to the True-Up Agreement dated March 10, 1998 among the Authority, the State of Delaware, acting by and through its Department of Transportation, New Jersey Turnpike Authority, the Port Authority of New York and New Jersey, New Jersey Highway Authority and New Jersey Economic Development Authority.

Airport Revenue Fund – accounts for the resources and expenditures of the Atlantic City International Airport.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Interest Income on Funds

Pursuant to Article I of the Bond Resolution, all earnings on the investment of monies in other funds are eligible to be included as revenues in the Revenue Fund subject to Section 5.14 of the Bond Resolution which restricts the transfer of earnings on investments in the General Reserve Fund to first being applied to other funds to meet any deficiencies in funding requirements. Earnings on the Debt Service, Debt Service Reserve (after all required transfers have been made to the Construction Fund), Rehabilitation and Repairs and State Payment Funds shall be transferred to the Revenue Fund if such Funds are at their requirements.

Earnings in the Construction Fund shall remain there until the project to which such earnings relate has been substantially completed at which time any excess funds may be transferred to other accounts established in the Construction Fund or, if no other account is so specified, (1) the Debt Service Reserve Fund if such fund shall be below the Debt Service Requirement, and (2) the Rehabilitation Fund, to the extent of any remaining balances of such monies.

D. Inability to Meet Debt Service Requirements

If amounts held in the Debt Service Fund are insufficient to pay the Debt Service Requirement coming due on bonds, the Trustee shall transfer from the following funds an amount sufficient to eliminate such deficiency: the Debt Service Reserve Fund, the General Reserve Fund, the State Payment Fund, the Rehabilitation and Repair Fund and the Subordinated Debt Fund.

E. Pledged Projects

Pledged Projects are the projects for which the 1992, 1994 and 1999 Bonds were issued (except for the project constituting the acquisition of the parking garage facility) and, in addition to those projects, a project

- (a) which generates revenues sufficient to pay the operating expenses and Rehabilitation and Repair Requirement associated with such project in the fiscal year in which such project becomes operational or is designated a Pledged Project by the Authority; and
- (b) which is reasonably projected by the Authority to generate revenues sufficient to pay such project's associated operating expenses and Rehabilitation and Repair Requirement for each of the five fiscal years following the year in which such project becomes operational or is designated a Pledged Project by the Authority.

F. Budgetary Information

In accordance with Section 7.06 of the Bond Resolution, on or before the fifteenth day of each year, the Authority adopts by resolution an Annual Operating Budget for such year. All operating appropriations lapse at the end of such year. As with all resolutions of the Authority, the budget resolution is subject to a fifteen-day Governor's veto period. The resolution comes into full force and effect if no veto is exercised.

The Budget is prepared at the Department Division level. All Division Managers are responsible for maintaining expenditures below budget. The Department Heads may make line-item transfers of appropriations within their departments. All line-item transfers must be approved in writing by the Executive Director. The accounting system will not allow charges to accounts where the budget is expended.

G. Fuel Inventory

Inventory consists of fuel for the Authority's vehicles.

H. Cost of Investment in Facilities

The Cost of Investment in Facilities is stated at cost, net of bond principal paid. For assets acquired from the NJEA, cost was established by the amount of Expressway Authority bonds defeased plus a proportionate share of the issuance cost of the bonds issued by the Authority. For assets acquired from the ACTA, cost was also established by the amount paid plus a proportionate share of issuance costs incurred by the Authority adjusted by other assets or liabilities assumed at the time of acquisition. The apportionment of the cost between land, building, roadways, equipment and other improvements has not been established.

Notes to Financial Statements

Year Ended December 31, 2000

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

All costs paid from the Construction Fund are capitalized to the Cost of Investment in Facilities. Capital costs in other funds are expensed when incurred.

Interest expense net of interest income in the Construction Fund is capitalized to the Cost of Investment in Facilities.

The Authority does not recognize depreciation expense. During 1996, the Authority implemented a policy in which bond payments are recognized as an expense and reduction of the Cost of Investment in Facilities in lieu of depreciation.

H. Cost of Investment in Facilities (continued)

The change in Cost of Investment in Facilities during 2000 is as follows:

Balance, December 31, 1999	\$	176,803,273
Cash Disbursements:		
Claims		88,247,060
Current Year Bond Principal		(2,595,000)
Capitalized Interest		926,519
Write Off Cost of Investment – Raytheon		(111,109)
Increase/(Decrease):		
Accounts Payable		(386,678)
Retainage Payable		(14,206)
Balance, December 31, 2000	\$	262,869,859

The change in Cost of Investment in Facilities from inception of the Authority is as follows:

Cumulative Costs	\$	279,921,556
Bond Principal Paid		(16,865,000)
Sales and Recoveries		(186,697)
Balance, December 31, 2000	\$	262,869,859

I. Lease Receivable

The Lease Receivable includes amounts due from Raytheon Aircraft Services, Inc. for interest expense (net of interest income) incurred by the Authority as well as project costs incurred that are included in the Cost of Investment in Facilities for construction of airport facilities.

3. DEPOSITS AND INVESTMENTS

Pursuant to Article VI, Sections 6.02(a) and (b) and Section 6.03 of the Authority’s Bond Resolution, all monies held by any depository may be placed on demand or time deposit, as directed by the Authority, provided that such deposits shall permit the monies so held to be available for use when needed.

All monies held by the Trustee, or any other fiduciary, or any depository shall be insured by the Federal Deposit Insurance Corporation and to the extent not so insured, shall be continuously and fully secured either by federal securities having a market value of not less than the amount of such monies or in such other manner as may then be required by applicable federal or state laws and regulations to provide security for the deposit of public funds.

3. DEPOSITS AND INVESTMENTS (continued)

All investments shall be made in “investment securities” as defined by Article I, Section 1.01 of the Bond Resolution and shall mature or become subject to repurchase, withdrawal without penalty or redemption at the option of the holder on or before the dates the invested amounts are reasonably expected to be needed.

Article I, Section 1.01 of the Authority’s Bond Resolution provides a list of investment securities which may be purchased by the Authority. The investment securities, as defined by the Bond Resolution, consist of the following:

- (a) Federal securities;
- (b) Bonds, debentures, notes or other evidence of indebtedness issued by any agency or instrumentality of the United States to the extent such obligations are guaranteed by the United States or by another such agency, the obligations (including guarantees) of which are guaranteed by the United States;
- (c) Bonds, debentures, notes or other evidence of indebtedness issued by any corporation chartered by the United States, including but not limited to: Government National Mortgage Association, Federal Land Banks, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Home Loan Banks, Federal Intermediate Credit Banks, Banks for Cooperatives, Tennessee Valley Authority, United States Postal Service, Farmers Home Administration, Resolution Funding Corporation, Export-Import Bank, Federal Financing Bank, and Student Loan Marketing Association;
- (d) Negotiable or non-negotiable certificates of deposit (or other time deposit arrangements) issued by any bank, trust company or national banking association, including a Fiduciary, which certificates of deposit shall be continuously secured or collateralized by obligations described in (a) or (b) above, which shall have a market value at all times at least equal to the principal amount of such certificates of deposit and shall be lodged with the Trustee, as custodian, by the bank, trust company or national banking association issuing such certificates of deposit;
- (e) Uncollateralized negotiable or non-negotiable certificates of deposit (or other time deposit arrangements) issued by any bank, trust company or national banking association, the unsecured obligations of which are rated in one of the two highest rating categories, without regard to sub-categories, by Moody’s and Standard & Poor’s (“S&P”);
- (f) Repurchase agreements collateralized by obligations described in (a), (b) or (c) with any registered broker/dealer subject to the Securities Investors’ Protection Corporation jurisdiction, which has an uninsured, unsecured and unguaranteed obligation rate of “Prime-1” or “A-3” or better by Moody’s, and “A-1” or “A” or better by S&P, or any commercial bank with the above ratings, provided:

(i) a master repurchase agreement or specific written repurchase agreement governs the transaction which characterizes the transaction as a purchase and sale of securities;

(ii) the securities are held free and clear of any lien, by the Trustee or an independent third party acting solely as agent for the Trustee, and such third party is a Federal Reserve Bank, a bank which is a member of the Federal Deposit Insurance Corporation and which has combined capital, surplus, and undivided profits of not less than \$75,000,000, or a bank approved in writing for such purpose by each credit issuer, if any, and the Trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for the Trustee;

(iii) a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 CFR 306.1 et seq. or 31 CFR 350.0 et seq. or a successor provision in such securities is created for the benefit of the Trustee;

(iv) the repurchase agreement has a term of six months or less, or the Authority will value the collateral securities no less frequently than monthly and will liquidate the collateral securities if any deficiency in the required collateral percentage is not restored within two business days of such valuation;

(v) the repurchase agreement matures on or before a debt service payment date (or, if held in a fund other than the Debt Service Fund, Debt Service Reserve Fund or Subordinated Debt Fund, other appropriate liquidation period); and

(vi) the fair market value of the securities in relation to the amount of the repurchase obligation is equal to the collateral levels established by a rating agency for the ratings assigned by the rating agency to the seller.

Notes to Financial Statements

Year Ended December 31, 2000

3. DEPOSITS AND INVESTMENTS (continued)

- (g)

Banker’s acceptances, Eurodollar deposits and certificates of deposit, in addition to the certificates of deposit provided for by (d) and (e) above of the domestic branches of foreign banks having a capital and surplus of \$1,000,000,000 or more, or any bank or trust company organized under the laws of the United States of America or Canada, or any state or province thereof, having capital and surplus, in the amount of \$1,000,000,000, provided that the aggregate maturity value of all such banker’s acceptances and certificates of deposit held at any time as investments of funds under the Bond Resolution with respect to any particular bank, trust company, or national association shall not exceed 5% of its capital and surplus; and provided further that any such bank, trust company, or national association shall be rated in one of the two highest rating categories, without regard to rating sub-categories, by Moody’s and S&P;
- (h)

Other obligations of the United States of America or any agency thereof which may then be purchased with funds belonging to the State of New Jersey or which are legal investments for savings banks in the State of New Jersey;
- (i)

Deposits in the New Jersey Cash Management Fund;
- (j)

Obligations of any state, commonwealth or possession of the United States or a political subdivision thereof of any agency or instrumentality of such a state, commonwealth, possession or political subdivision, provided that at the time of their purchase such obligations are rated in either of the two highest rating categories by both Moody’s and S&P;
- (k)

Commercial paper with a maturity date not in excess of 270 days rated by the rating agencies at least equal to the rating assigned by the rating agencies to the applicable series of bonds and in no event lower than the “A” category established by a rating agency (which may include sub-categories indicated by plus or minus or by numbers) at the time of such investment, issued by an entity incorporated under the laws of the United States or any state thereof;
- (l)

Shares of diversified open-end management investment company as defined in the Investment Act of 1940, which is a money-market fund which is then rated in any of the three highest rating categories by any nationally recognized bond rating agency which is then rating the bonds or money-market accounts of the Trustee or any bank or trust company organized under the laws of the United States or any state thereof which has a combined capital and surplus of not less than \$50,000,000; and
- (m)

Investment contracts

(i)

providing for the future purchase of securities of the type described in (a), (b), (c), and (g) above, which contacts have been approved for sale by a national securities exchange and all regulatory authorities having jurisdiction; or

(ii)

the obligor under which or the guarantor thereof shall have a credit rating such that its long-term debt is rated at least “A+” by S&P if the bonds are then rated by such rating agency and at least “A-1” by Moody’s if the bonds are then rated by such rating agency.

All monies held under the Bond Resolution shall be continuously and fully secured by lodging, as collateral security, direct obligations of or obligations guaranteed by the United States of America having a market value not less than the amount of such monies. The Authority’s total book (cash) balances were \$50,486,932 at December 31, 2000. The Authority’s total bank (cash) balances were \$51,128,175 at December 31, 2000, of which \$882,901 was insured by the Federal Deposit Insurance Corporation and the balance of \$50,245,274 was collateralized with U.S. Government Securities held in the Authority’s name by the Authority’s financial institutions or its agents. The difference between bank balance and book balance is due primarily to the timing of deposits and outstanding checks.

Investments are stated at cost or amortized cost.

4. CONTRIBUTED CAPITAL

The Authority receives capital funding from the United States Department of Transportation Federal Aviation Administration (“FAA”) and the New Jersey Economic Development Authority and the State of New Jersey Transportation Trust Fund. These funds, as well as other local funds received, are designated and utilized towards the development and improvement of the Atlantic City International Airport and other expressway projects. The Authority also receives grants from the Federal Highway Authority to be used for the design and construction of an electronic toll collection and traffic management system.

The Authority received \$6,583,715 in federal and state grant and aid money during 2000. Funds from the New Jersey Economic Development Authority are classified as Economic Recovery Funds Advanced until costs are incurred. At the time costs are incurred, they are reclassified to Contributed Capital.

The change in Contributed Capital - Grants and Aid for the year ended December 31, 2000 is as follows:

Contributed Capital - Grants and Aid, December 31, 1999	\$	53,041,607
2000 Receipts		6,583,715
(Increase)/Decrease:		
Economic Recovery Funds Advanced		(30,148)
Increase/(Decrease):		
Grants Receivable		<u>206,254</u>
Contributed Capital - Grants and Aid, December 31, 2000	\$	59,801,428

In prior years, the Authority received funding from various casinos for intercept lot improvements. The funding was recorded as Contributed Capital - Other. In February 1997, the Authority issued \$5,130,000 of Lease Revenue Bonds, Series 1997A, Raytheon Aircraft Services, Inc. Project. Concurrent with the issuance of the bonds, the Authority and Raytheon Aircraft Services, Inc. entered into a lease agreement that calls for Raytheon Aircraft Services, Inc. to pay all principal and interest on the bonds. As costs are incurred, the cost of investment in facilities is established with a corresponding credit to Contributed Capital - Other. As bonds are paid, a reduction of the cost of investment in facilities is recognized in lieu of depreciation. Contributed Capital is reduced by a like amount. During 1999, the Authority entered into an agreement with a contractor for work performed on the Atlantic City/Brigantine Connector Project with costs being reimbursed by the New Jersey Department of Transportation (“N.J.D.O.T.”). In this agreement, the Authority pays the contractor for work done on the Marina Connector Project and is reimbursed by the N.J.D.O.T. The payments to the contractor are capitalized to the Cost of Investment in Facilities while the reimbursements from N.J.D.O.T. are recorded as Contributed Capital – Other.

	Total Contributed Capital - Other	Intercept Lot Imps.	Raytheon Fixed Base Operation	Atlantic City/ Brigantine Connector Project	Passenger Facility Charges	Other
December 31, 1999	\$ 24,595,177	\$ 339,366	\$ 5,141,109	\$ 19,114,702	\$ 0	\$ 0
2000 Receipts	4,346,361			3,070,341	1,219,685	56,335
Increase/(Decrease) in Accounts Receivable	22,124,780			22,155,589	(30,809)	
Decrease:						
Write Off Cost Of Investment	(111,109)		(111,109)			
Bonds Payable	(105,000)		(105,000)			
Increase in PFC Funds Advanced	<u>(775,069)</u>				<u>(775,069)</u>	
Contributed Capital – Other, December 31, 2000	<u>\$ 50,075,140</u>	<u>\$ 339,366</u>	<u>\$ 4,925,000</u>	<u>\$ 44,340,632</u>	<u>\$ 413,807</u>	<u>\$ 56,335</u>

Notes to Financial Statements

Year Ended December 31, 2000

5. COMMITMENTS AND CONTINGENCIES

- A. The Authority recognizes expenses when they are incurred. Commitments do not constitute expenses or liabilities. They relate to unperformed contracts for goods or services. As of December 31, 2000, commitments for projects in progress were \$19,303,984.
- B. The Authority is the subject of, or a party to, various pending or threatened legal actions. The Authority believes that any ultimate liability arising from these legal actions should not have a material effect on its financial position or operations.
- C. The Authority receives financial assistance from the State of New Jersey and the U.S. Government in the form of grants. Entitlement to the funds is generally conditional upon compliance with terms and conditions of the grant agreements and applicable regulations, including the expenditures of the funds for eligible purposes. Substantially all grants, entitlements and cost reimbursements are subject to financial and compliance audits by grantors. As a result of these audits, costs previously reimbursed could be disallowed and require repayment to the grantor agency. As of December 31, 2000, the Authority estimates that no material liabilities will result from such audits.

6. BONDS PAYABLE

Bonds payable are reflected on Schedule 3. As of December 31, 2000, bond discounts net of bond premiums in the amount of \$1,761,558 have been offset against the outstanding bonds.

The 1992 Series B Transportation System Revenue Bonds (serial bonds) of \$13,875,000 have interest rates ranging from 5.5% to 5.9% and mature in various increments November 1, 2001 through November 1, 2007. The Series B term bonds of \$9,555,000 mature November 1, 2012 and have an interest rate of 6.0%.

The 1994 Refunding Bonds mature November 1, 2001 and have an interest rate of 4.2%. The 1994 Bonds involved the issuance of tax-exempt bonds that replaced taxable bonds issued in December, 1992.

The 1997 Series A Lease Revenue Bonds of \$4,925,000 have an interest rate of 6.15% and mature January 1, 2022. The Bonds were issued by the Authority to provide funds to pay a portion of the cost of constructing and equipping a special fixed base operator facility at the Atlantic City International Airport to be leased and operated by Raytheon Aircraft Services, Inc. The Bonds are a special limited obligation of the Authority and are payable solely from revenues derived by the Authority pursuant to a Repayment Agreement between the Authority and Raytheon Aircraft Services, Inc.

The Bonds are subject to redemption at the option of the Authority, upon the direction of the Lessee prior to maturity and upon notice as provided in the General Resolution, in whole or in part on January 1, 2007 or any date thereafter. If less than all the Bonds are to be redeemed on any date, the Bonds to be redeemed shall be selected by lot. Redemption prices of the Bonds shall be equal to the following percentages of principal amount to be redeemed together with unpaid interest accrued on such principal amount to the redemption date:

Redemption Period of the Bonds (both dates inclusive)	Redemption Price
January 1, 2007 through December 31, 2007	102%
January 1, 2008 through December 31, 2008	101%
January 1, 2009 and Thereafter	100%

6. BONDS PAYABLE (continued)

Mandatory Sinking Fund Redemption Provisions - 1997 Bonds

The Bonds shall be subject to redemption prior to maturity by application of Sinking Fund Installments on January 1 in each of the following years in the respective principal amount set opposite each such year:

Year	Principal Amount
January 1, 2001	\$110,000
January 1, 2002	120,000
January 1, 2003	125,000
January 1, 2004	135,000
January 1, 2005	140,000
January 1, 2006	150,000
January 1, 2007	160,000
January 1, 2008	170,000
January 1, 2009	180,000
January 1, 2010	190,000
January 1, 2011	205,000
January 1, 2012	215,000
January 1, 2013	230,000
January 1, 2014	240,000
January 1, 2015	255,000
January 1, 2016	275,000
January 1, 2017	290,000
January 1, 2018	305,000
January 1, 2019	325,000
January 1, 2020	345,000
January 1, 2021	370,000
January 1, 2022	390,000

1999 Series Transportation System Revenue Bonds

The 1999 Series Transportation System Revenue Bonds (serial bonds) of \$87,320,000 have interest rates ranging from 3.2% to 5.25% and mature in various increments November 1, 2001 through November 1, 2019. The 1999 Series term bonds of \$29,290,000 and \$87,795,000 mature November 1, 2022 and 2029, respectively and have interest rates of 5.125% and 5%, respectively.

Proceeds of the 1999 Series Bonds will be used to: (i) fund certain road improvement projects, (ii) prepay the Authority's Subordinated Bond Anticipation Notes, Series 1998, (iii) advance refund a portion of certain maturities of the Authority's Transportation System Revenue Bonds, 1992 Series B (Tax Exempt), (iv) fund a portion of the interest on the 1999 Bonds to May 1, 2001, (v) make a deposit to the Debt Service Reserve Fund and (vi) pay certain costs of issuing the 1999 Bonds.

The 1999 Bonds maturing on or before November 1, 2009, are not subject to redemption prior to maturity. The 1999 Bonds maturing on or after November 1, 2010, are subject to redemption, at the option of the Authority, at any time in whole or in part selected by lot within a maturity from maturities selected by the Authority, on and after November 1, 2009, at the redemption prices (expressed as percentages of the principal amount being redeemed) set forth below, plus accrued interest to the redemption date:

Redemption Period of the Bonds (both dates inclusive)	Redemption Price
November 1, 2009 to October 31, 2010	101%
November 1, 2010 to October 31, 2011	100-1/2%
November 1, 2011 and thereafter	100%

Notes to Financial Statements

Year Ended December 31, 2000

6. BONDS PAYABLE (continued)

Mandatory Sinking Fund Redemption Provision – 1999 Bonds Maturing 11/1/2022

The Bonds shall be subject to redemption prior to maturity by application of Sinking Fund Installments on November 1 in each of the following years in the respective principal amount set opposite each such year:

2020	\$	9,280,000
2021		9,755,000
2022		10,255,000

Mandatory Sinking Fund Redemption Provisions – 1999 Bonds Maturing 11/1/2029

The Bonds shall be subject to redemption prior to maturity by application of Sinking Fund Installments on November 1 in each of the following years in the respective principal amount set opposite each such year:

2023	\$	10,785,000
2024		11,320,000
2025		11,890,000
2026		12,485,000
2027		13,105,000
2028		13,760,000
2029		14,450,000

Special Revenue Bonds

The 1999 Series A and B Special Revenue Bonds of \$12,205,000 and \$12,220,000 have interest rates of 3.5% and 3.66%, respectively and mature on October 1, 2037. The 2000 Series C and D Special Revenue Bonds of \$12,190,000 and \$17,885,000 have interest rates of 4.05% and 4.04%, respectively, and mature on October 1, 2037. Pursuant to a Bond Purchase Agreement, dated October 10, 1997, between the Authority and Mirage Resorts, Incorporated (“Mirage”) in connection with the Atlantic City/Brigantine Connector Project (“AC/BC”), the Authority has agreed to issue and sell to Mirage or its designee not exceeding \$55,000,000 in aggregate initial issuance amount of Special Revenue Bonds in one or more series as funds are needed to pay a portion of the Developer’s share of the cost of the AC/BC. On April 15 and September 1 of 1999, the Authority issued \$12,205,000 and \$12,220,000 of such Special Revenue Bonds. On February 2 and August 16 of 2000, the Authority issued an additional \$12,190,000 and \$17,885,000 of Special Revenue Bonds. The Special Revenue Bonds will be payable from amounts received by the Authority from CRDA pursuant to the Pledge Agreement, dated October 10, 1997 between the Authority and CRDA. The amounts payable by CRDA under the CRDA Pledge Agreement are Governmental Grants which do not constitute Revenues under the Bond Resolution, and the Special Revenue Bonds are not payable from or secured by such Revenues. The Special Revenue Bonds are shown separately on the face of the financial statements and are carried at their accreted value.

Schedule of Annual Debt Service for Principal and Interest for Bonded Debt Issued and Outstanding:

Calendar Year	Principal	Interest	Total
2001	\$ 3,725,000	\$ 11,858,736	\$ 15,583,736
2002	3,905,000	11,678,724	15,583,724
2003	4,105,000	11,479,165	15,584,165
2004	4,320,000	11,265,120	15,585,120
Thereafter	271,530,000	238,080,824	509,610,824

7. DEBT DEFEASANCE

The Authority has defeased a portion of certain maturities of its outstanding 1992 Series B Bonds with a portion of the proceeds of the 1999 Bonds to achieve a reduction in Debt Service. Proceeds from the 1999 Bonds were used to purchase U.S. Government Securities that were placed in an irrevocable trust fund. The investments and fixed earnings from the investments are sufficient to fully service the defeased debt until the debt is called or matures. For financial reporting purposes, the debt has been considered defeased and therefore removed as a liability from the Authority’s balance sheet. The amount of defeased debt outstanding but removed from the balance sheet was \$20,670,000.

The proceeds from the 1999 Bonds placed in the Trust Fund will be used to refund serial bonds with interest rates ranging from 5.7% to 5.9% and a par value of \$7,880,000 and term bonds with an interest rate of 6% and a par value of \$12,790,000. The total par value of the refunded debt is \$20,670,000, and will be called on November 1, 2002 at a redemption price of 102% of the par amount, plus accrued interest to the redemption date.

As a result of the defeasance, the Authority reduced its total debt service requirements by \$1,368,894, which resulted in an economic gain (difference between the present value of the debt service payments on the old and new debt) of \$1,024,436.

8. RATES AND CHARGES

Section 7.08 of the Bond Resolution states as follows:

- (1) The Authority shall at all times fix, impose, charge and collect tolls, fares, fees and other charges for the use of the Transportation System as shall be required in order that, in each fiscal year, net revenues shall at least equal the net revenue requirements for such year; and

The Authority shall at all times fix, impose, charge and collect tolls, fares, fees and other charges for the use of the Transportation System as shall be required in order that, in each fiscal year, current revenues shall at least equal the Operating Expenses for Pledged Projects for such fiscal year and the debt service on all outstanding bonds (net of capitalized interest) and subordinated indebtedness for such fiscal year and any required deposits to the Debt Service Reserve Fund and the Rehabilitation and Repair Fund, if any such deposits are required.

The net revenue requirement means an amount of net revenue for the period under consideration equal to the greater of:

- (a) 120% of the debt service payable on all outstanding bonds (net of capitalized interest available for the purpose); or
- (b) the aggregate of debt service payable on all outstanding bonds (net of available capitalized interest as aforesaid), Rehabilitation and Repair Requirements, State Payment Requirement, debt service payable during the period on subordinated indebtedness, operating expenses of general projects, and other required deposits to funds, including the Debt Service Reserve Fund and Rebate Fund.

Notes to Financial Statements

Year Ended December 31, 2000

8. RATES AND CHARGES (continued)

Calculations of Requirements:

	Section 7.08(a)(1) 120%	Section 7.08(a)(1) 100%	Section 7.08(a)2
Operating Revenue	\$ 56,594,080	\$ 56,594,080	\$ 56,594,080
Interest Revenue	400,185	400,185	400,185
Interest Revenue – Airport	17,752	17,752	17,752
Interest Revenue Transferred From Restricted Funds	1,224,800	1,224,800	1,224,800
Interest Revenue – General Reserve Fund	790,657	790,657	790,657
Total Revenue	59,027,474	59,027,474	59,027,474
Less: Grant Revenue	1,669,287	1,669,287	1,669,287
Airport Revenue	3,634,429	3,634,429	3,634,429
Airport Interest	17,752	17,752	17,752
Total Available Revenue	53,706,006	53,706,006	53,706,006
Pledged Project Operating Expenses	27,143,010	27,143,010	27,143,010
Net Revenues	\$ 26,562,996	\$ 26,562,996	\$ 26,562,996
Senior Debt Service	\$ 5,508,995	\$ 5,508,995	\$ 5,508,995
Rehabilitation and Repair Requirement		1,000,000	
State Payment Requirement		2,500,000	
Other Required Deposits		674,150	
General Project Operating Expenses		351,255	
Total Debt Service & Other Obligations	\$ 5,508,995	\$ 10,034,400	\$ 5,508,995
Total Pledged Projects & Debt Service			\$ 32,652,005
Coverage Ratio	482.17%	264.72%	164.48%
Required Coverage	120.00%	100.00%	100.00%
Excess Coverage	362.17%	164.72%	64.80%

9. FORWARD SUPPLY CONTRACT

In accordance with the 1992 Bond Resolution as amended and restated, the Authority is obligated to make monthly deposits to the Debt Service Fund of amounts which will provide sufficient funds to pay, on the next semi-annual interest and annual principal payment dates, the debt service on the bonds coming due. The Trustee was authorized and directed to execute a Forward Supply Contract with TMG Financial Products, Inc. (“TMGFP”), where monies on deposit in the aforementioned funds will be utilized to purchase Qualified U.S. Government Obligations which, together with interest to be earned thereon and certain reinvestments thereof, will mature at such times and in such amounts as will enable the Authority to make the next scheduled principal or interest payments for the Authority’s Transportation System Revenue Bonds, 1992 Series B, 1994 and 1999 Series. In 1994, the Authority received \$525,340 as a one-time fixed payment from TMGFP upon the execution of the Forward Supply Contract. The contract is currently with Morgan Guarantee Trust.

10. PENSION PLAN

Substantially, all Authority employees participate in the Public Employees' Retirement System ("PERS") and the Police and Firemen’s Retirement System (“PFRS”). The Division of Pensions and Benefits ("Division") within the Treasury Department of the State of New Jersey is the administrator of the funds and charges the employee and employer annually for their respective contributions. The Plans provide retirement and disability benefits, annual cost of living adjustments, and death benefits to plan members and beneficiaries.

The Division of Pensions and Benefits issues publicly available financial reports that include the financial reports for each of the Plans that includes financial statement and required supplementary information. The financial reports may be obtained by writing to the State of New Jersey, Department of Treasury, Division of Pensions, P.O. Box 295, Trenton, New Jersey, 08625-0295.

Covered employees are required by State statute to contribute a certain percentage of their salary to the plans. PERS and PFRS bill the Authority annually at an actuarially determined rate for its required contribution. The current rate is 4.5% for PERS and 8.5% for PFRS of annual covered payroll.

The contribution requirements of Plan members and the Authority are established and may be amended by the Board of Trustees of the respective Plans. The employees’ contribution to the Plans for the year ended December 31, 2000 was \$329,891 and \$37,626. Authority contributions were not required.

11. AUTHORITY POST-RETIREMENT MEDICAL BENEFITS

The Authority offers certain health-care benefits to its retired employees. All employees of the Authority are eligible if, at retirement, they have at least 20 years of full-time service with the Authority and are qualified to immediately receive pension payments from PERS; or if they have 25 years or more service credited in PERS and are immediately eligible to receive pension benefits. The cost of providing these benefits for fifty-six retirees for the year ended December 31, 2000 was \$345,759.

12. COMPENSATED ABSENCES

A. Non-Union Employees

Full-time, non-union employees are entitled to fifteen paid sick leave days each year. Unused sick leave may be accumulated and carried forward to the subsequent year. The Authority compensates employees for unused sick leave upon retirement or upon resignation if the employee vests in the pension system until retirement age has been reached. The current policy entitles an employee to receive a maximum payout of \$17,500 which is paid at the employee’s rate of pay at retirement. A full year’s vacation entitlement may be carried to the next calendar year. Any carried-over vacation time must be taken during the subsequent year or it is lost.

Part-time employees are entitled to a proportionate amount of compensated absences based on hours worked.

Compensatory time for full-time employees cannot accrue beyond eighty hours and must be taken within twelve months of being earned. The use of compensatory time must be approved by a Department Director. The Authority may, at its discretion, purchase back compensatory time at the employee’s rate of pay when the compensatory time was earned.

Notes to Financial Statements

Year Ended December 31, 2000

12. COMPENSATED ABSENCES (continued)

B. Union Employees

In accordance with the union contracts in effect in 1999, members of the International Federation of Professional and Technical Engineers, Local 196, Chapter 2 and Local 193, Chapter A, ten vacation days may be carried to the next calendar year for Local 196 and a full year’s entitlement may be carried for Local 193. Any carried-over vacation time must be taken during the subsequent year or it is lost. In addition, members are entitled to accumulate sick time up to \$17,500. The following percentages apply:

- (a) For employees who resign in good standing, or retire, but do not receive pension payments under PERS:
 - (i) 50% of present salary for the first 150 days of accumulated sick days up to a maximum of \$17,500;
 - (ii) 100% of present salary for accumulated sick leave in excess of 150 days.
- (b) For employees who retire and are immediately eligible to receive payments under PERS:
 - (i) 75% of present salary for the first 150 days of accumulated sick days up to a maximum of \$17,500;
 - (ii) 100% of present salary for accumulated sick leave in excess of 150 days.

On August 1, 1996, a compensatory time policy was put in place for members of Local 196, Chapter 2. Under this policy, compensatory time can be accrued up to a maximum of forty hours per contract year but can re-accumulate up to forty hours as the time is used.

Under the contract for Local 193, Chapter A, compensatory time cannot accrue beyond eighty hours and must be taken within twelve months of being earned.

Members of the Atlantic City International Airport Fire Fighters, Local S-18 of the International Association of Fire Fighters, AFL-CIO, CLC may carry up to one year’s vacation allotment. Any carried over vacation time must be taken during the subsequent year or it is lost. In addition, members are entitled to accumulate sick leave up to \$17,500 at the employee’s rate of pay at retirement. Unused sick time earned will not be paid upon resignation, termination or layoff.

Compensatory time must be taken within 12 months of being earned.

C. Accrued Liability

The Authority’s accrued liability for compensated absences including additional amounts accrued for Social Security, Medicare and pension plan contributions as of December 31, 2000 is as follows:

Sick Time	\$	243,296
Vacation Time		357,819
Compensatory Time		<u>71,975</u>
	\$	673,090

13. DEFERRED COMPENSATION

The Authority offers its employees a Deferred Compensation Plan (“Plan”) created in accordance with Internal Revenue Code Section 457 of 1986, as amended. The Plan, which is administered by the New Jersey Turnpike Authority, permits participants to defer a portion of their salary until future years. Amounts deferred under the Plan are not available to employees until termination, retirement, death or unforeseeable emergency.

13. DEFERRED COMPENSATION (continued)

In 1999, in accordance with a change in the Internal Revenue Code, the New Jersey Turnpike Authority amended the Plan to establish an exclusive benefit trust whereby all Plan investments are held for the exclusive benefit of the Plan’s participants and beneficiaries and are not subject to the claims of the Authority’s general creditors. Accordingly, the Plan assets and liabilities have been removed from the Balance Sheet.

14. SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

The South Jersey Transportation Planning Organization (“SJTPO”) is a metropolitan planning organization whose function is to develop transportation programs for urbanized areas of the State in order to encourage and promote the development of intermodel transportation systems that maximize mobility and minimize air pollution. The New Jersey Department of Transportation Grant for Administration Staff Support for the SJTPO is designed to reimburse the Authority for its expenses incurred each year for the SJTPO. These expenses typically include salaries, fringe benefits and non-salary direct expenses.

15. AIRPORT MANAGEMENT

Pursuant to N.J.S.A. 27:25A-24, the Authority established a transportation project known as the Atlantic City International Airport (“ACY”). Effective April 1, 1996, pursuant to Authority Resolution #1996-06, the Authority entered into an operating and maintenance agreement with Johnson Controls World Services (“JCWS”) for operations, maintenance and support service at ACY. Under this arrangement, the Authority is entitled to receive all of the revenue and must pay all the expenses associated with the operation of ACY terminal operations. JCWS was sold to American Port Services (“APS”) during 1997. APS assumed all rights and obligations of the existing contract between the Authority and JCWS.

In addition to the ACY civil terminal operations, effective April 15, 1998, the Authority assumed control of the runways and taxiways at ACY pursuant to Resolution 1998-14. The Authority executed a lease and cooperative agreement with the William J. Hughes Technical Center for certain lands, facilities and equipment for the Atlantic City International Airport. The execution of this agreement requires the Authority to maintain the airfield at ACY, but it also allows for the collection of landing fees.

Pursuant to the Act, the Authority has the power to set rates and charges at ACY. The Authority has adopted a compensatory rates and charges methodology. Rates and charges are subject to review and adjustment every two years. Currently, the Authority is operating under the Rates and Charges Resolution adopted April 18, 2000.

Pursuant to certain sections of the Agreement of Sale between the City of Atlantic City and the Authority, the City of Atlantic City asserted a claim that the Authority must pay the City of Atlantic City \$500,000 adjusted annually after December 31, 1996 by the Philadelphia Consumer Price Index. The Authority paid the annual amount of \$500,000 to the City of Atlantic City in 1997 and 1998, but challenged the validity of this obligation.

In 1999, as full settlement of any claims the City of Atlantic City has for future payments from the Authority under the Agreement of Sale, the Authority agreed to pay the City of Atlantic City the sum of \$7,000,000 as follows:

\$2,500,000 on or before December 31, 1999
\$2,500,000 on or before December 31, 2000
\$2,000,000 within 90 days of the erection of the seventh Authority-owned billboard structure on the Authority right-of-way for the Atlantic City/Brigantine Connector Project which is currently under construction. The Authority represented that it will use its best efforts to make this payment no later than December 31, 2001.

The Authority also waived and relinquished all claims it had to repayment of the \$500,000 payments made to the City of Atlantic City in December 1997 and December 1998. Payments to Atlantic City are being recorded on the cash basis.

16. STATE PAYMENT

Pursuant to an agreement dated November 17, 1983 between the Authority (as successor to the NJEA) and the State Department of Transportation, the Authority has agreed to make annual payments to the State of New Jersey in the sum of \$2,500,000.

Notes to Financial Statements

Year Ended December 31, 2000

17. ELECTRONIC TOLL COLLECTION

On March 10, 1998, the New Jersey Turnpike Authority, as the lead agency of a regional consortium consisting of the Port Authority of NY and NJ, the State of Delaware, the New Jersey Turnpike Authority, the South Jersey Transportation Authority and the New Jersey Highway Authority entered into a project agreement with a contractor, for the purpose of receiving the services associated with the implementation of an integrated electronic toll collection system, a fiber optic system, and a customer service center for processing toll transactions and a related violations processing center. To finance certain costs of this project, the New Jersey Economic Development Authority (“EDA”) issued \$300 million of its taxable Economic Development Transportation Bonds. A project fund has been established to pay approved expenses relating to principal and interest on the EDA Bonds, and to the extent that the amounts are not sufficient to cover these expenses, each consortium member has agreed, under a True-Up Agreement, to pay, subject to the requirements of each member’s bond covenant, its allocated share of the amount of such deficiency at the maturity of the EDA Bonds, March 7, 2008, or earlier in connection with the occurrence of certain events of default.

The proportional allocation of liability among the consortium members is subject to adjustment under the True-Up Agreement. However, the proportional allocation percentage of the Authority shall not at any time exceed 6% of the total True-Up amount. The Authority’s initial allocated liability is 3%.

18. INTERFUND RECEIVABLES AND PAYABLES

Interfund Receivables and Payables at December 31, 2000 were as follows:

Fund	Interfund Receivable	Interfund Payable
Revenue Fund	\$ 923,341	\$ 902,658
Construction Fund		1,553,281
Rehabilitation and Repair Fund		29,367
Debt Service Reserve Fund		149,351
Airport Fund		2,798,756
State Payment Fund	208,334	634
Debt Service Fund	1,284,095	1,766
Rebate Fund	230,313	
General Reserve Fund	2,789,730	
	<u>\$ 5,435,813</u>	<u>\$ 5,435,813</u>

19. AIRPORT SUBSIDY

Pursuant to the South Jersey Transportation System Revenue Bonds, 1999 Series amended and restated resolution authorizing bonds and other obligations, Section 5.02(I) establishes an Airport Fund.

Accordingly, the Airport Fund is maintained separately from the Revenue Fund and the financial results are separately presented in the accompanying financial statements. Any excess direct operating expense incurred over revenue earned at the Airport is subsidized by the General Reserve Fund of the Authority and is a liability of the Airport Fund to the General Reserve Fund. The Authority periodically transfers amounts from the General Reserve Fund to the Airport Fund to subsidize Airport operations. When such transfers are made, the Authority establishes a loan receivable from the Airport Fund to the General Reserve Fund for the amount transferred. This loan is payable to the Authority General Reserve Fund when Airport revenue exceeds Airport direct operating expense in any given year, but in no event later than ten years from the date of the loan. Any amounts not repaid by the end of the term due will be written off at the end of the ten-year period.

20. CRDA PARKING FEE AGREEMENT

On October 10, 1997, in connection with the Atlantic City Brigantine Connector Project, the Authority entered into a Parking Fee Agreement with the Casino Reinvestment Development Authority (“CRDA”).

Pursuant to the Agreement, a portion of certain statutory parking fees (“Marine Parking Fees”) receivable by CRDA from marina parking facilities used in conjunction with any new licensed casino hotel construction and located on land in the Marina District (also commonly known as the H-Tract) will be payable to the Authority. These parking fees pertain to the minimum charge per day for each motor vehicle parked, garaged or stored in a parking space in the parking facility, other than for motor vehicles owned or leased by the owner or operator of such facility or by an employee of the casino hotel which owns or leases such facility. The maximum amount payable by CRDA under the Parking Fee Agreement is an amount sufficient to amortize \$65 million in Authority bonds issued to finance the Atlantic City/Brigantine Connector Project and certain allocated costs of issuance. CRDA’s payment obligations under the Parking Fee Agreement are also subordinate to the prior lien on the Marina Parking Fees of certain parking revenue bonds of CRDA. The Marina Parking Fees, if and when received, will be Revenues under the Bond resolution. There are no assurances that the amount of Marina Parking Fees available to enable CRDA to repay the Authority will be sufficient for such purposes. There is no provision for this receivable from CRDA in the accompanying financial statements.

Supplementary Information
Schedule 1

SOUTH JERSEY TRANSPORTATION AUTHORITY SCHEDULE OF CASH RECEIPTS, CASH DISBURSEMENTS AND CHANGES IN CASH AND INVESTMENTS - UNRESTRICTED ACCOUNTS Year Ended December 31, 2000 With Comparative Totals for the Year Ended December 31, 1999					
	Revenue Fund	Airport Fund	General Reserve Fund	Totals	
				2000	1999
Balance, January 1	\$ 5,014,377	\$ 174,756	\$ 12,193,754	\$ 17,382,887	\$ 8,392,840
Cash Receipts:					
Tolls	44,035,177			44,035,177	44,431,014
System Proceeds	1,731,358			1,731,358	4,447,496
Garage	811,950			811,950	728,548
Bus Management	4,454			4,454	33,692
Concessions	1,307,512			1,307,512	1,214,377
Bus Permits	512,142			512,142	474,051
Miscellaneous	149,972			149,972	11,710
Intercept Lot	738,958			738,958	904,309
Rentals	1,257,110			1,257,110	1,298,086
Regional Marketing Program	700,000			700,000	
Renovation Advance	3,765			3,765	5,219
Interest on Investments	331,020	16,039	748,238	1,095,297	715,889
Escrow Deposits	58,633	1,648		60,281	7,002
Grant Recoveries	1,327,190			1,327,190	582,767
Airport Revenues		3,225,605		3,225,605	3,254,054
ETC True-Up Revenue			646,617	646,617	
Transfer From Restricted Accounts	1,217,650			1,217,650	735,388
Transfer From Unrestricted Accounts		562,260	15,301,774	15,864,034	24,335,809
Total Cash Receipts	54,186,891	3,805,552	16,696,629	74,689,072	83,179,411
Cash Disbursements:					
Claims	28,872,680	3,551,534	2,500,000	34,924,214	29,262,929
System Proceeds	1,725,073			1,725,073	4,434,268
Escrow Deposits	17,335			17,335	9,441
Transfer To Restricted Accounts	8,363,238		9,127,928	17,491,166	16,146,918
Transfer To Unrestricted Accounts	15,191,064	122,970	550,000	15,864,034	24,335,809
Total Cash Disbursements	54,169,390	3,674,504	12,177,928	70,021,822	74,189,365
Balance, December 31	\$ 5,031,878	\$ 305,804	\$ 16,712,455	\$ 22,050,137	\$ 17,382,887

Supplementary Information
Schedule 2

SOUTH JERSEY TRANSPORTATION AUTHORITY SCHEDULE OF CASH RECEIPTS, CASH DISBURSEMENTS AND CHANGES IN CASH AND INVESTMENTS - RESTRICTED ACCOUNTS Year Ended December 31, 2000 With Comparative Totals for the Year Ended December 31, 1999										
	Subordinated Debt Fund	Rebate Fund	Debt Service Fund	Rehabilitation and Repair Fund	State Payment Fund	Debt Service Reserve Fund	Construction Fund	Totals		
								2000	1999	
Balance, January 1					8	\$ 15,175,363	\$ 135,214,384	\$ 156,466,148	\$ 148,027,657	
Cash Receipts:										
Interest Received on Investments										8,702,703
Lease Revenue			23,357	290,889	5,147	896,105	6,399,029	7,614,527	413,516	490,462
ETC True-Up Revenue								551,149		
Grants - Contributed Capital/ Advances							6,583,715	6,583,715		3,121,747
Other Sources - Contributed Capital							4,346,361	4,346,361		2,313,791
Transportation System Revenue Bonds, 1999									202,744,095	
Bonds Payable							24,999,328	24,999,328	20,003,710	
Transfer From Unrestricted Accounts			6,616,174	1,000,000	2,499,992		7,375,000	17,491,166	16,146,918	
Transfer From Restricted Accounts			7,704,570					7,704,570	15,337,222	
Total Cash Receipts and Investments Available			15,420,494	6,290,889	2,505,147	16,071,468	185,331,333	226,170,480	416,888,305	
Cash Disbursements:										
Transfer To Unrestricted Accounts			23,357	290,889	5,147	896,105	2,152	1,217,650	735,388	
Transfer To Restricted Accounts							7,704,570	7,704,570	15,337,222	
Claims							88,249,460	90,749,460	74,836,010	
Subordinated Bond Anticipation Notes									133,855,000	
Bonds Payable			2,490,000				105,000	2,595,000	23,781,610	
Interest Expense			11,662,402				306,116	11,968,518	10,020,212	
Arbitrage Rebate									1,856,716	
Total Cash Disbursements			14,175,759	290,889	2,505,147	896,105	96,367,298	114,235,198	260,422,158	
Balance, December 31	\$ 551,149	\$ 0	\$ 1,244,735	\$ 6,000,000	\$ 0	\$ 15,175,363	\$ 88,964,035	\$ 111,935,282	\$ 156,466,147	

Supplementary Information
Schedule 3

SOUTH JERSEY TRANSPORTATION AUTHORITY
SCHEDULE OF BONDS AND OTHER DEBT
Year Ended December 31, 2000

Purpose	Date of Issue	Amount Issued	Interest Rate	Maturity Date	Balance December 31, 1999	Issued	Paid	Balance December 31, 2000
Transportation System Revenue Bonds, 1994 Series, (Tax Exempt) Original Issue Amount\$15,420,000	02/ 01/ 94	2,375,000	4.10%	11/ 01/ 00	\$ 2,375,000		\$ 2,375,000	\$ 0
		325,000	4.20%	11/ 01/ 01	325,000			325,000
		2,700,000		2,700,000		2,375,000	325,000	
Transportation System Revenue Bonds, 1992 Series B (Tax Exempt) Original Issue Amount\$44,100,000	12/ 01/ 92	2,150,000	5.50%	11/ 01/ 01	2,150,000			2,150,000
		2,835,000	5.50%	11/ 01/ 02	2,835,000			2,835,000
		2,990,000	5.60%	11/ 01/ 03	2,990,000			2,990,000
		3,160,000	5.70%	11/ 01/ 04	1,355,000			1,355,000
		3,340,000	5.80%	11/ 01/ 05	1,430,000			1,430,000
		3,535,000	5.90%	11/ 01/ 06	1,515,000			1,515,000
		3,745,000	5.90%	11/ 01/ 07	1,600,000			1,600,000
		3,965,000	6.00%	11/ 01/ 08	1,695,000			1,695,000
		4,200,000	6.00%	11/ 01/ 09	1,795,000			1,795,000
		4,455,000	6.00%	11/ 01/ 10	1,905,000			1,905,000
		4,720,000	6.00%	11/ 01/ 11	2,020,000			2,020,000
		5,005,000	6.00%	11/ 01/ 12	2,140,000			2,140,000
44,100,000		23,430,000		23,430,000				
Lease Revenue Bonds, 1997 Series A (Tax Exempt) Original Issue Amount \$5,130,000	02/ 27/ 97	5,130,000	6.15%	01/ 01/ 00	105,000		105,000	110,000
			01/ 01/ 01	110,000			120,000	
			01/ 01/ 02	120,000			125,000	
			01/ 01/ 03	125,000			135,000	
			01/ 01/ 04	135,000			140,000	
			01/ 01/ 05	140,000			150,000	
			01/ 01/ 06	150,000			160,000	
			01/ 01/ 07	160,000			170,000	
			01/ 01/ 08	170,000			180,000	
			01/ 01/ 09	180,000			190,000	
			01/ 01/ 10	190,000			205,000	
			01/ 01/ 11	205,000			215,000	
			01/ 01/ 12	215,000			230,000	
			01/ 01/ 13	230,000			240,000	
			01/ 01/ 14	240,000			255,000	
			01/ 01/ 15	255,000			275,000	
		275,000			290,000			
		290,000			305,000			
		305,000			325,000			
		325,000			345,000			
		345,000			370,000			
		370,000			390,000			
		390,000			4,925,000			
5,130,000		5,030,000		105,000	4,925,000			

SOUTH JERSEY TRANSPORTATION AUTHORITY
SCHEDULE OF BONDS AND OTHER DEBT
Year Ended December 31, 2000

Purpose	Date of Issue	Amount Issued	Interest Rate	Maturity Date	Balance December 31, 1999	Issued	Paid	Balance December 31, 2000
Transportation System Revenue Bonds 1999 Series (Tax Exempt) Original Issue Amount \$204,520,000	06/ 02/ 99	204,520,000	3.200%	11/ 01/ 00	115,000		115,000	1,140,000
			3.600%	11/ 01/ 01	1,140,000			950,000
			3.800%	11/ 01/ 02	950,000			990,000
			3.900%	11/ 01/ 03	990,000			2,830,000
			4.000%	11/ 01/ 04	2,830,000			2,945,000
			4.125%	11/ 01/ 05	2,945,000			3,065,000
			4.250%	11/ 01/ 06	3,065,000			3,200,000
			5.000%	11/ 01/ 07	3,200,000			3,360,000
			5.000%	11/ 01/ 08	3,360,000			3,530,000
			4.500%	11/ 01/ 09	3,530,000			3,685,000
			5.250%	11/ 01/ 10	3,685,000			3,880,000
			5.250%	11/ 01/ 11	3,880,000			4,080,000
			5.250%	11/ 01/ 12	4,080,000			6,565,000
			5.250%	11/ 01/ 13	6,565,000			6,910,000
			5.250%	11/ 01/ 14	6,910,000			7,275,000
			5.000%	11/ 01/ 15	7,275,000			7,635,000
			5.000%	11/ 01/ 16	7,635,000			8,020,000
			5.000%	11/ 01/ 17	8,020,000			8,420,000
			5.000%	11/ 01/ 18	8,420,000			8,840,000
			5.000%	11/ 01/ 19	8,840,000			9,280,000
			5.125%	11/ 01/ 20	9,280,000			9,755,000
			2.125%	11/ 01/ 21	9,755,000			10,255,000
			2.125%	11/ 01/ 22	10,255,000			10,785,000
			5.000%	11/ 01/ 23	10,785,000			11,320,000
			5.000%	11/ 01/ 24	11,320,000			11,890,000
			5.000%	11/ 01/ 25	11,890,000			12,485,000
			5.000%	11/ 01/ 26	12,485,000			13,105,000
			5.000%	11/ 01/ 27	13,105,000			13,760,000
			5.000%	11/ 01/ 28	13,760,000			14,450,000
		204,520,000			204,520,000		115,000	204,405,000
Road Development Special Revenue Bonds, 1999 Series A Bank of New York Original Issue Amount \$12,205,000 Road Development Special Revenue Bonds, 1999 Series B Bank of New York Original Issue Amount \$12,220,000 Road Development Special Revenue Bonds, 2000 Series C Bank of New York Original Issue Amount \$12,190,000 Road Development Special Revenue Bonds, 2000 Series D Bank of New York Original Issue Amount \$17,885,000	04/ 15/ 99 <							

Supplementary Information
Schedule 3 (continued)

Supplementary Information

Schedule 4

SOUTH JERSEY TRANSPORTATION AUTHORITY

SCHEDULE OF TOLL REVENUES

Year Ended December 31, 2000

Interchange	Toll Revenues	Vehicle Count
Pleasantville	\$ 10,319,804	21,908,751
Mays Landing	1,566,726	3,721,525
Egg Harbor	29,302,305	15,367,418
Hammonton	630,844	1,435,442
Winslow	302,012	700,776
Williamstown	899,824	3,853,354
Pomona	1,046,508	2,603,313
Berlin-Cross Keys	254,389	1,028,772
Unusual and Toll-Free*		551,650
	<u>\$ 44,322,412</u>	<u>51,171,001</u>

* Unusual vehicles include vehicles with special transit permit, fire equipment, ambulance, and patrons without funds.

Toll-free vehicles include Authority employees, emergency vehicles, vendors servicing the Expressway System, and others whom the Authority deems to be necessary and convenient to the operation of the Expressway System.