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NEW JERSEY TURNPIKE AUTHORITY ANNUAL REPORT

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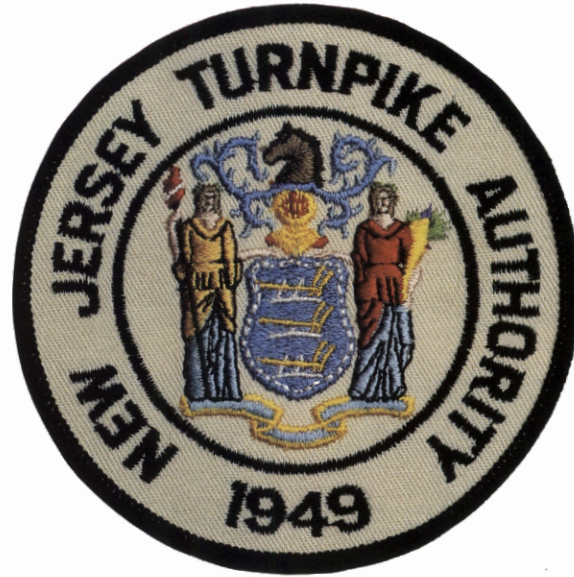


Letter of Transmittal

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Thomas H. Kean, Governor



To the Honorable Thomas H. Kean, Governor  
and Members of the New Jersey Legislature:

March 1, 1987

This Annual Report is presented to you with more than the usual sense of accomplishment. It is altogether fitting that we attach special meaning to its publication since 1986 marks the 35th Anniversary of the New Jersey Turnpike.

It was a year which produced substantial progress in our Widening and Improvements Program. Agreement on final configuration was reached with the New Jersey Department of Transportation and presentations were made to members of the Senate Transportation and Communications Committee and the Assembly Transportation and Independent Authorities Committees.

A progress report on this important program appears as introduction to the Departments section wherein other significant accomplishments are reported.

We make special note again of the fact that the accomplishments of this Authority in public safety and service are a direct result of the efforts of its 1,822 employees and the cooperation of the Executive and Legislative branches of government for which we are grateful.

Respectfully submitted,

Joseph A. Sullivan  
Chairman

Dolores T. Prideaux  
Treasurer

Frank E. Rodgers  
Commissioner

Michael Kardon  
Commissioner

Richard Tissiery  
Commissioner



## Staff

William J. Flanagan  
*Executive Director*  
John M. Carroll  
*Comptroller*  
Paul M. Weckesser  
*Chief Engineer*  
Wallace R. Grant  
*Director of Maintenance*  
Robert F. Dale  
*Director of Operations*  
Herbert I. Olarsch  
*Senior Attorney*  
William J. Burke  
*Director of Toll Collection*  
Valeria J. Dalesandro  
*Director of Personnel*  
Gordon R. Hector  
*Director of Public Information*  
Richard R. Zysk  
*Director of Systems & Data Processing*  
Daniel J. Donahue  
*Director of Purchasing*  
Charles A. Dupuis, Jr.  
*Director of Risk Management*

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Kimmelman, Wolff & Samson  
*General Counsel*

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Howard Needles Tammen & Bergendoff  
*Consulting Engineers*  
Peat, Marwick, Mitchell & Co.  
*Auditors*  
Wilbur Smith and Associates  
*Traffic & Revenue Consultants*  
Hawkins, Delafield & Wood  
*Bond Counsel*  
Smith Barney, Harris Upham & Co., Inc.  
*Investment Bankers*  
Kidder, Peabody & Co., Inc.  
*Financial Advisors*



### THE AUTHORITY

Seated, left, Chairman Joseph A. Sullivan and, right, Treasurer Dolores T. Prideaux. Standing, left to right, Commissioners Richard Tissiere, Michael Kardon, Frank E. Rodgers and Executive Director William J. Flanagan.



## 1986: 35 Years and Building...

The Authority's 35th full year of operation was one which saw the 1985-90 Turnpike Widening and Improvements Program enter into the final design stages in accordance with our long-standing philosophy of continuing to provide a safe and efficient expressway artery within the State of New Jersey. The nearly \$60 million final Engineering design effort authorized to the seventeen Section Engineers will extend the dual/dual roadway south from Interchange 9 to Interchange 8A and northward along the westerly alignment to the Turnpike connection at Interstates 80 and 95. The first group of contracts south of Interchange 9 are expected to be bid in the first half of 1987. Soil boring contracts were approved for the Section Engineers totaling over \$4 million. Environmental Consulting Services required for the many permit applications, adjoining properties' environmental assessments and potential impact mitigations were funded in 1986 alone in the amount of \$4.6 million.

Work Orders for over \$475,000 were issued by the Engineering Department to various Utility Companies for preparation of preliminary engineering and engineering review associated with the study and relocation of their facilities affected by the 1985-90 Widening.

Public hearings held early in 1986 afforded local officials and residents an opportunity to review and provide comment on the preliminary widening plans. As a direct result of these hearings and numerous subsequent meetings, modifications to the original concepts resulted. One example is the section in Elizabeth, which originally required acquisition of many homes, businesses and two churches. This section was re-examined to provide a widened roadway without extending beyond the existing outside roadways. Another was the section between Interchanges 8A and 9. Here the proposed outer roadways were reduced from three new lanes to two new lanes in each direction. The new bridges, however, will provide for a future third lane so there will be minimal interference to local roads when traffic growth indicates a need for construction of the third lane in the future.

Similar coordinated review meetings were held for Federal, State, County and local officials and residents to comment upon the various alternate concepts of

the relocated Interchange 7 in Borden-town. As a direct result of these reviews, the alternate chosen in November 1986 will minimize environmental impacts, satisfy the many concerns of the residents and elected officials, while providing a fully functional plaza and ramping arrangement.

A dedicated Truck Service Area design began in 1986 to provide the Turnpike's trucking patrons a facility which will meet their special needs. A motel, restaurant, truck wash, truck service and repair center, public scale and a recreation and activity area are all planned within the site. The site chosen for the truck service facility is the former Charter Bus Stop situated in the Molly Pitcher Service Area (7S) in Cranbury Township.

The construction of safety improvements is of paramount importance each year to the Turnpike Authority. This is evident in the completion of design and subsequent award of three contracts constructing the 42" high performance concrete median barrier. One contract provides for the final section of median barrier on the Newark Bay-Hudson County Extension at a cost of over \$11 million. Two other contracts, at a cost of \$5.1 and 5.2 million dollars, respectively, provide this barrier between miles 29 and 40, where the painted median guardrail existed. All three contracts are scheduled for completion in late 1987. Design effort is also underway for similar median barrier improvements along the easterly alignment from the Hackensack River Bridge to the Vince Lombardi Service Area.

## Engineering

The foregoing progress report represents an updating of the Engineering Department activities in the Widening and Improvements Program. Another safety improvement completed in 1986 was the upgrading of guardrail at the Turnpike's southern interchanges at a cost of \$325,000. A contract for replacement of emergency generators at four interchanges and on the Newark Bay-Hudson County Extension Bridge was awarded. This \$321,000 contract provided diesel fueled electrical generators in place of the aging gasoline powered units.



The Turnpike's major infrastructure, its roadway and bridges, again this year were subject to extensive contractual rehabilitation. Roadway resurfacing of nearly 8 miles was performed for \$1.7 million. Also included was the resurfacing of the rear lot of the Administration Building. A study analyzing the possible causes of wheel path rutting in the Turnpike's heavily used truck lanes and the preferred solution to this situation was approved at the December 1986 Turnpike Commission Meeting. The results of this analysis are to be reviewed with corrective measures incorporated into the Engineering Department's programs.

Mainline roadway bridge deck and joint repairs and resurfacing were major contracted improvements this year with a combined total of over \$8.3 million. Miscellaneous structural repair on selected bridges was completed at a cost of over \$750,000. Repainting contracts for 37 bridges were awarded totaling over \$1.1 million. Design contracts issued in 1986 for 1987 construction repairs to structures provide for bridge deck, joint and resurfacing improvements, approach slab corrections, bridge parapet reconstruction and miscellaneous repair of structural support components.

In addition, extraordinary design and repair work was awarded for two of the Turnpike's major structures. Emergency reconstruction efforts were required for repairs to a Newark Bay-Hudson County Extension Bridge fender, damaged in collision by an errant freighter. Unrelated special preventive maintenance and design services were authorized for in-depth inspections of the suspender cables of this bridge over Newark Bay. Design services providing for ancillary support of the pin hangers on the Turnpike's Laderman Bridge over the Passaic River were also issued. These two design services will result in construction contracts which will extend the service life of these structures. The annual design and repair contract preparation services along with these specialized engineering services have been provided for about \$700,000.

Both toll plaza and ramp improvements are an integral part of upgrading the total Turnpike system. In 1986 a toll plaza approach slab improvements contract was awarded for Interchange 10 at a cost of \$715,000. Similar improvements were authorized for design at Interchange 13 for construction in 1987. These ongoing improvements provide for reinforced concrete approach slabs at toll plazas and for bumper block construction producing a safer environment for toll collectors. A contract for Interchange 14B improvements awarded in 1986 at \$560,000 will provide new high pressure sodium lane lighting, new toll booths and reconstruction of the existing canopy.

Improvements to the ramps at Interchange 13 from the Goethals Bridge were authorized for design and plan preparation at a cost of \$167,000. Interchange 16E ramp improvements for pavement reconstruction and resurfacing, guardrail installation and drainage improvements were similarly approved.

Revisions and reconstruction of the ramps outside of Interchange 15E were the subject of discussion in 1986. The impending construction of the resource recovery facility for Essex County and proposed improvements to the U.S. truck Routes 1 and 9 in Newark resulted in a design and cost sharing agreement with the Port Authority of New York and New Jersey, the Department of Transportation of New Jersey and the Turnpike Authority. This multi-year project will provide access and egress connections between the major highway transportation network in the area with this proposed regional facility.

Continuing with the Authority's policy of rehabilitating its service stations and fuel distribution facilities, construction contracts totaling over \$1.2 million and almost \$1.1 million for Service Area 7S and 3S, respectively, were awarded. Each service area will have installed new underground fuel storage tanks and related piping, new concrete fuel dispensing islands with overhead canopies and parking lot improvements. Similar design work was authorized for Service Area 6N, which is scheduled for construction in 1987.

Major restaurant conversions to the Roy Rogers and/or Bob's Big Boy theme were completed at the service areas in 1986. Work was performed by the Marriott Corporation with the Engineering Department in charge of the design review and construction inspection services.

The Authority's 1985-90 Widening Program will provide for increased capacity of the Vince Lombardi Park and Ride Facility. Expansion of this parking facility is another of the design improvements authorized in 1986.

A new \$1.7 million computer system authorized in 1985 was installed in 1986. The two Digital Equipment Corporation VAX machines replace a 1971 model Univac system. The new system includes advanced office automation and electronic mail. It performs traditional computer tasks more efficiently. The two new computers and four older computers have been integrated in a comprehensive network which potentially provides every user the capability to access every machine.

To implement this capability, a local area network to every prospective user in the Administration Building and a high speed link to Central Shops in Hightstown were designed by the Electronic Systems Section and contracted in 1986 for construction early in 1987.

A new 300 subscriber private telephone system for the Administration Building was installed in 1986. This system replaced and integrated two older systems, one Authority-owned, for internal use, the other a conventional, utility-owned facility.

New radio/intercom systems for several major toll plazas were designed and contracted for construction in 1987. These systems bring these toll plazas up-to-date with the other toll plazas.

New computer terminals for three State Police stations on the Turnpike were purchased in 1986 and existing capabilities were expanded to support the detective bureaus as well as police desks. These terminals are a part of the State of New Jersey Criminal Justice Information System.

Radio facilities to tie the Turnpike's Newark State Police station to the State Police Emergency network were purchased and installed. Similar facilities for the New Brunswick and Moorestown police stations are planned for 1987.

Along with the above "hardware" improvements, extensive improvements

**A hazardous material response vehicle was purchased for use as a self-contained, on-sight command post in coordinating the activities of state police, cleanup contractors, local fire and ambulance response units and Turnpike emergency operations personnel.**

**The new State Police Station at Moorestown was dedicated to the memory of Tpr. Anthony Lukis, Jr. who was fatally wounded in the line of duty on May 4, 1966. Chairman Sullivan, Lt. Colonel Flynn and Tpr. Lukis' widow, Patricia Le Claire, stand beside a portrait of the honored trooper.**





to the software in the Turnpike's more than 850 computers were provided by contracted professional services and Turnpike personnel. Toll collection software is being expanded and ported over to the new computers, to be completed early in 1987. Continuing enhancements to toll lane equipment were carried out. An advanced Work Order process was developed under which Maintenance Work Orders are prepared automatically in response to performance degradation and failures of toll equipment sensed by the Turnpike's computers. New software and existing software enhancement authorizations totaled over \$400,000.

A major milestone for the Automatic Traffic Surveillance and Control System was reached. Second generation software, a 3-year, \$600,000 project, was placed on-line near the end of 1986.

Various landscaping improvement contracts designed by the Engineering Department in accordance with the Authority's continuing beautification program and the Governor's Jersey Pride program were awarded in 1986 at contract costs of nearly \$300,000. Horticultural and aesthetic improvements at Interchanges 2, 5 and 7A and at the Turnpike's newly commissioned Distribution Building in Milltown were funded.

Renovation of still more of the Turnpike toll plaza utility buildings continued in 1986 with locker room facility improvements for female toll collectors. In addition, new toll receipt droppositories were incorporated in these contracts which provided improved out-of-booth facilities for the toll collectors. Toll booth heating and ventilation contracts were also being designed for Interchanges 11, 12 and 16E/18E, scheduled for construction in 1987. Yearly repair contracts were awarded for repairs to roofs at Turnpike utility buildings, toll plaza canopies and service area restaurant buildings. The expansion of the Interchange 8 utility building was under design in 1986, as were renovations and improvements proposed for the Interchange 16E/18E utility building.

Signs are the Authority's most direct way of advising, informing and directing its patrons. Their importance is obvious. In 1986 new speed limit sign faces, in connection with the Emergency Speed Warning signs, were installed along the entire Turnpike. In some areas they are new installations, in others the reflective seven vane matrix sign face replaces a neon lamp matrix. This \$1.8 million contract, awarded in 1985, will provide increased conspicuity, greater reliability and is expected to require less maintenance and much less energy.





Increased accident damage to overhead sign structures created the need for additional changeable message sign repair contracts in 1986. A changeable message sign installation contract for the southbound roadway at Interchange 17E was similarly awarded. This contract will provide changeable message signs format where single message overhead signs currently exist.

One other signing improvement contract was for the purchase of new advance signs for various service areas. These signs provide the motorist with current information regarding what facilities are available at the next service area.

## Maintenance

The 1986 spring season saw the Landscape Section actively renovating flower beds by planting some 13,000 plants at various Turnpike facilities. Two thousand pine seedlings were also planted at this time—increasing to 4,000 the number of seedlings planted since the inception of the "Turnpike Region Environmental Enrichment" (TREE) program in 1985. In addition to herbicide spraying for roadway vegetation control, an evaluation of Plant Growth Regulators was initiated. Some 100 acres of right-of-way were treated with products to reduce grass growth. Benefits anticipated are cost savings through reduced mowing and manpower utilization. During the fall of 1984 experimental test plots were established utilizing a soil amendment consisting of composted sludge. The test program was developed to determine whether soil additives could economically promote plant growth in a near sterile soil environment. Based upon favorable results, a landscape contract—providing for 12 acres of barren ground to be treated—was awarded in 1986.

An extensive program was initiated in 1986 to upgrade all Turnpike signing—including overhead, directional, changeable message, and ground mounted signs. Scope of the work included comprehensive surveys of repair requirements; prioritization of work to be accomplished; and the work itself, which included painting, structural and lighting repairs. A total of 212 signs were completed during 1986. Because of the large number of signs installed on the roadway, their upgrading will be an ongoing project.







Efforts continued towards the development of a computerized Maintenance Management System. Expanded definition of system requirements was recently completed by a consultant which included Data Entry Screen Formats, Screen View Formats, and Report Formats for the work order and equipment history segments of the overall system. It is anticipated that programming of this information will commence in 1987, and that full implementation will occur during 1988.

In order to comply with a new comprehensive regulatory program to test and monitor underground storage tanks, all Turnpike owned tanks that store regulated substances (gasoline, fuel oil, etc.) were registered with the New Jersey Department of Environmental Protection. This was completed in the Spring of 1986, and involved a detailed report on each tank including age, capacity, construction, contents, and any leak history. Site plans also had to be prepared for each installation showing tank location, property boundaries, and buildings. Over 200 underground storage tanks were registered. According to the legislation, during the forthcoming year testing schedules will be established to identify possible defective tanks. Eventually the tanks will have to be equipped with monitoring systems to detect leaks.

The Turnpike Authority is currently in the third year of its Apprentice Training Program. A total of twenty-seven employees are enrolled—fourteen from the Maintenance Department and thirteen from the Tolls Department. Training is being conducted in vocational schools located in ten counties throughout the State. Two apprentices are currently participating in the On-The-Job Training phase of the program. One individual has satisfactorily completed all program requirements; he has been assigned journeyman responsibilities within the Buildings Division.

The Maintenance Department is in the process of converting Turnpike oil-fired boilers to gas, where gas is available. At the same time, boiler controls are being changed to "solid state" units. These modifications will result in reduced fuel costs, higher boiler efficiencies, and reduced operational interference.

During the 1985-86 winter season, the Maintenance Department responded to fourteen snow events. Approximately 16,000 tons of salt were utilized during this period. Costs for materials, labor and contractor participation were approximately one million dollars.

**The Harry Laderman Bridge over the Passaic River where the Turnpike separates for its Easterly and Westerly alignments north of Newark. The Westerly will be widened by six lanes to continue the dual/dual configuration through the meadowlands.**

## Operations

The Operations Department's observation of Interchange 16E, 17E and 18E and the I-495 Exclusive Bus Lane resulted in a recommendation to evaluate the approaches to these interchanges. During the Summer and Fall of 1986 a consultant was hired to thoroughly study traffic flow to and from these interchanges and provide the Authority with recommendations for improvement in early 1987.

In 1986, the Operations Department purchased a hazardous material response vehicle. The vehicle is completely customized to accommodate a sophisticated communication system. It has ample space to store all types of protective clothing necessary for any type of hazardous material emergency. It also has a complete library on the handling of all types of hazardous material that could possibly traverse the Turnpike. The vehicle is to be used as a command post in coordination with Troop "D," New Jersey State Police, the cleanup contractor, as well as the local fire and ambulance response units and all other concerned local and state agencies.

Under the sponsorship of the Operations Department members of the New Jersey Department of Environmental Protection presented a four-day hazardous material training program to 33 Turnpike supervisors. The program which took place in early October offered detailed lectures and hands-on training in planning to respond to an emergency situation involving vehicles transporting hazardous materials.

During the year 1986, 233 vehicles left unclaimed at contract garage areas were disposed of by the Emergency Services Division of the Operations Department. In addition, the Emergency Services Division coordinated the operation of 33 contract garages, 41 ambulance squads, 27 fire departments and road service vehicles from the 13 service areas.



As a result of an agreement between the Marriott Corporation and the New Jersey Turnpike Authority, all 13 Service Areas were converted to either Roy Rogers fast food restaurants, Bob's Big Boy sit-in restaurants or a combination of both. The conversions, which were completed in July 1986, resulted in faster service and more pleasant surroundings to comply with public demand. Sales at these restaurants have substantially improved during 1986 generating additional revenue to the Authority. In addition, renovations of the service stations at the Molly Pitcher and Walt Whitman Service Areas were started in late 1986. These renovations, which include the reconstruction of the fuel islands and construction of a new canopy will result in improved services and quality to the traveling public.

Roadway safety enhancements accomplished in 1986 as a result of Engineering Department contracts include concrete median barrier construction on the Newark Bay-Hudson County Extension and the mainline between mileposts 29 and 40, replacement of neon speed limit signs with vane matrix signs, installation of flashing lights at barrier toll plaza approaches and erection of two changeable message signs at Interchange 17E.

Rewrite of the software for the Automatic Traffic Surveillance and Control System was also completed in 1986. The change resulted in a better performance of the system by improving the ability of the Turnpike to monitor and control traffic from the Operations Center. This enhancement resulted in the capability of obtaining more detailed traffic data needed for operational evaluation and for determining future needs. The new language also resulted in a simplified way to maintain or modify the software as needed.

#### **Troop "D"**

State Police assigned to Troop "D" continued their strict enforcement of the 55 mph speed limit. The number of speeding summonses issued in 1986 was 31,398. The drinking driver is of prime concern to the State Police, as well as the Turnpike Authority. Special funding, solely for drinking driving, enabled the State Police to initiate DWI Supplemental Patrols on a regular basis with the sole purpose of removing the drunk driver from the roadway. State Police arrested 761 motorists for driving while under the influence.

## **Turnpike Safety Record**

	1985	1986
<b>Enforcement:</b>		
Summonses Issued	71,031	73,723
Criminal Arrests	2,982	3,355
<b>Aids to Motorists:</b>		
Mechanical	43,863	46,058
Gasoline	5,666	5,194
Flat Tires	5,563	5,611
Overheat	1,012	969
Other	21,046	19,904
Total Aids	77,150	77,736
Aid Ratio	1 per 2,167 veh.	1 per 2,300 veh.
Aids Per Day	211	214
<b>Accident Information:</b>		
Accidents	3,781	4,488
Accident Rate	102.3	113.7
Personal Injuries	1,930	2,008
Injury Rate	52.2	50.9
Fatal Accidents	19	23
Fatalities	21	32
Fatality Rate	0.57	0.81

NOTE: Accident and fatality rates are computed on a basis of 100 million miles of travel.

A total of 4,448 motor vehicle accidents were investigated by the State Police in 1986. During the year, the Troop "D" computer was utilized in the close monitoring of motor vehicle accidents. At the end of every month, each station received a computer printout indicating the accidents occurring in each station area. The information given indicated the high accident areas, time of day, day of the week, and weather conditions. This information enabled each Station Commander to concentrate patrols in the needed areas, and to initiate programs, in an attempt to decrease these accidents. Of the total accidents investigated in 1986, 23 were fatal accidents which resulted in 32 deaths, reflecting a fatality rate of 0.81 per 100 mvm.

During 1986 Troop "D" personnel were involved with maintaining a uniform flow of traffic at the Meadowlands during sporting events and concerts. Supplemental programs were set up and patrols were placed at strategic locations insuring a smooth traffic flow, both before and after each event. These supplemental programs proved to be invaluable. An additional supplemental program was initiated at the Express Bus Lanes (XBL) at Interchange 17. Additional personnel were utilized to assist with the high volume of bus traffic during the rush hours.

Located at milepost 66 northbound is the newly completed Troop "D" Pistol Firing Range. Since its completion in the latter part of 1985, Troop "D" personnel have qualified three times in 1986. This was beneficial to Troop "D" and has

proved to be an asset, in that troopers on patrol could report to the pistol range, qualify, and then resume their patrol in a minimal amount of time.

State Police issued 73,723 summonses in 1986. Of these summonses, 29,399 were issued to trucks and 942 to buses. Minor infractions of the Motor Vehicle Code required issuance of 22,209 warnings. In addition, Troop "D" provided aid to 77,736 patrons.

The Criminal Investigation Section accomplished 3,355 arrests, encompassing a broad spectrum, ranging from rape to juvenile runaways. Making up a major portion of arrests were 593 for carrying deadly weapons and 1,901 for various narcotic violations, a majority being large quantities of marijuana and cocaine. The value of property recovered and/or confiscated was in excess of \$6,796,000.

**Patrons see the New Jersey Committee for Safety Belt Use logos at all Turnpike service areas and at entry points where we provide direct connections from neighboring states. In New Jersey "It's our law."**

**One of 123 new vane matrix speed limit signs is erected adjacent to a variable message condition warning sign. These energy efficient units replace the old neon speed limit signs.**

**Toll collector is fitted for uniforms at the new Storage, Distribution and Training facility located adjacent to Maintenance District 4 in Milltown.**





## Toll Collection

The Toll Collection Department comprises the largest work force on the Turnpike. One-at-a-time collection of tolls in more than 178 million transactions is the source of revenue for the complete operation, maintenance and management of the Turnpike. No federal, state or municipal taxes are ever used by the New Jersey Turnpike Authority.

The three divisions of the Department—Toll Collection, Park/Ride, and Utility, did a splendid job in handling record traffic during 1986.

The Park/Ride in East Brunswick has been phased out, and will be operated by the municipality. The Ridgfield facility is scheduled for expansion and a new one is being planned for construction in Edison.

The Utility people continue to do their day-to-day chores in keeping the 27 plazas clean, and are used for snow removal duties at the interchanges during the winter.

The entire work force serves as our front line of personal contact with the motoring public. They set the standards for good public relations that spread throughout the organization.

## Purchasing

The Purchasing Department, once again, met its objective by obtaining the best value possible with the release of purchase orders, awarded as a result of competitive bidding through public advertisement.

A vast assortment of items is necessary to meet the increasing demands of each department that serves the Authority. The 3,478 Purchase Orders released by the Purchasing Department in 1986 totaled \$14,137,086.67.

The largest challenge faced by Maintenance is to ensure that each district has an inventory of parts and supplies for the total operation. Carpenters require lumber, aluminum sheets, reflective sign materials, paint, hardware and related items. Electricians require lamps, wire, cable and repair services to damaged lamp standards. Our landscaping/horticultural staff received the latest in tools, tractors and mowers, chemicals and fertilizer.





Since maintenance of the road surface is critical, several different types of asphalt were purchased for resurfacing. Bridge deck material and special joint and crack sealants were purchased. Traffic cones to divert traffic around construction areas and special barricade devices are in daily use. Rock salt is used by Maintenance to assure the public a safe trip despite inclement weather conditions. Testing of liquid calcium chloride for this purpose continues.

Automotive personnel required parts for the large auto/truck fleet, including lubricants, motor oils, tires, anti-freeze, etc. New vans and light and heavy duty trucks were purchased for the motor pool fleet. The purchase of a Hazardous Material Emergency Response Vehicle was especially significant. A specially trained and uniformed team will operate this unit complete with all related equipment for immediate response to any chemical spill.

The State Police maintain three stations on the Turnpike and with their 24 hour day-7 day week operation they received the latest in equipment and supplies.

Toll Collection received new uniforming, consisting of trousers, shirts and jackets. Toll booth glass is inspected and replaced promptly to assure the safety of each collector.

With the purchase of a new Main-frame Computer, our Systems & Data Processing personnel received their yearly allocation of toll tickets and other related supplies to continue the smooth flow of daily activities.

With the installation of a new telephone system Engineering received new equipment to complement this system and the transition was complete. The opening of their new satellite offices, required for the 1985-90 Widening, made necessary the purchase of office furniture to accommodate their personnel.

The Authority also participates under State of New Jersey contracts, awarded to low bidders, which produce substantial savings through joint-agency purchases.

The Director of Purchasing also acts in the capacity of Surplus and Salvage Officer. Through bi-monthly State of New Jersey auctions, the Authority received \$420,022.75 from the sale of used vehicles and equipment.





## Systems & Data Processing

The year 1986 brought about the largest jump in computing technology in Turnpike history. Installation of the new DEC VAX computers, utilizing clustering concepts, has increased computing power to satisfy commercial and office automation requirements 100-fold.

The new machines have a combined capacity of 20 million characters of real memory which, using software memory management, creates the possibility of using 4 billion bytes of virtual memory for computing purposes. On-line direct access storage has increased to 2.3 billion characters of data.

Advent of the ETHERNET Local Area Network due for installation during the early portion of 1987 will provide access and office automation capabilities to the entire Turnpike. Ultimately over 300 devices will be connected to the new VAX computer.

Converting in excess of 500 computer programs from the old technology to the new required examination, recompilation, relinking, execution and testing of approximately 400 computer programs and the writing of 100 additional new programs. This represents 400,000 lines of executable computer instructions.

Ongoing maintenance of existing application programs played a prominent part in departmental activity. These programs, which support major Turnpike interests, reside and execute on micro, mini, and mainframe computers. This reflected enhancements to commercial programs, toll system, ATSC, and others as well as program modifications made necessary by changes in laws, policy and practices.

Liberty's "old flame" encased in plastic crosses the Newark Bay-Hudson County Extension Bridge enroute to Rutgers University for display during Liberty Week.

One of three hearings conducted during the month of March to receive public comment for inclusion in the final Environmental Impact Statement on our 1985-90 Turnpike Widening and Improvements Program.

Senior operators in Data Processing Center at work on the new DEC VAX mainframe computers which are capable of using 4 billion bytes of memory data.

A newly-designed Maintenance Management System, requiring a major programming effort, will utilize the strongest features of the new equipment and technology by providing "as required" data access and update capability embracing the full features and concepts of the new ORACLE Relational Data Base Management System.

With completion of the Bassett Building storage facility, we are able to store 30 million toll tickets for dispersal to appropriate Turnpike Plazas. Proximity of this building enhances our ability to perform efficient preprocessing functions for 1,000 Charge Account customers while ensuring high quality control standards for all computer processed toll tickets.

Auditing of 178,729,354 toll transactions during the past year reflected the passage of a steadily increasing volume of vehicles passing over the roadway.

## Personnel

In February 1986 Commissioner Louis Slater completed his second term as member of the New Jersey Turnpike Authority and retired from the Board of Commissioners. Richard Tissiere became the fifth member of the Authority when he was sworn in as Commissioner on October 22, 1986.

Personnel changes during the year included the hiring of 105 new employees as replacements and 28 as additions. Ninety-six employees left the Turnpike by reason of retirement, resignation, death or release.

### Other Activities:

Promotional—99 promotions were made among all classifications of employees.

Grievances—33 grievance hearings at step 2 were held by the Labor Relations Committee and three cases were heard through arbitration.

Scholarship—Robert T. Howell, son of Toll Collector Todd Howell, was 1986 Laderman Scholarship winner.

Longevity—206 employees have been with the Authority for 10 years and 651 employees have been with the Authority for at least 20 years. The 35th Annual Service Awards Banquet was held in December to honor 43 employees with 25, 30 and 35 years of service.

Tuition refund—93 separate requests for employee tuition refunds were acknowledged with reimbursements.

### Special Programs:

Employee Assistance—The Authority has completed its fourth successful year of participation in this important program.

Pre-retirement Seminar—The pilot seminar was launched on September 26,

1986 at the Forsgate Country Club. Fifty-two employees and their wives or husbands took part in this day-long program.

Smoking in the Workplace—As the result of new legislation, each Department designated smoking and non-smoking areas. The Authority has implemented rules to protect the health, welfare and comfort of employees from the detrimental effects of tobacco smoke.

### Medical Section Activity:

Visits to the Medical Section totaled 2,390. They were classified as non-occupational, job-related, pre-employment, periodic and promotional exam visits.

Blood Bank—Again the regional concept was applied in two blood donor days during 1986. The result, 238 pints were added to the Authority's Blood Bank.

## Legal

The Legal Department has undertaken the major responsibility for the acquisition of all property that will be required for the 1985-90 Widening Program. Working with the firm of Abeles Schwartz Associates, the Legal Department has developed a procedure for acquisition and relocation services as required by various State statutes. The firm of Robert W. Hendricks, Inc. has been retained to act as review appraiser. The department, with the assistance of these experienced professional consultants is prepared to undertake this important acquisition program.

With the improvement in the real estate market, the Legal Department has finalized the sale of four of the remaining major Toms River Expressway properties, significantly above the appraised value.

The department has been involved in the litigation of several major lawsuits for the recovery of large property damage claims resulting from major accidents, which has resulted in the recovery of approximately \$125,000. The Turnpike Authority has benefited from the definitive efforts of the department in assisting Risk Management with recoveries in property damage claims resulting from accidents on the Turnpike.



The Authority's Employees' Deferred Compensation Plan has achieved success as one of the first in the State of New Jersey and one of the major Deferred Compensation Plans to be approved by the Internal Revenue Service. After almost six full years of operation, the Plan has approximately 900 participants and assets exceeding \$8,500,000 at the end of 1986.

The Legal Department undertakes the prosecution and defense of all administrative proceedings, including, but not limited to labor arbitrations, contractor's protests, etc. The department also participated in negotiations and final agreement with Local 194 for the 1986 labor contract. The department has also assisted in the redrafting of the Standard Specifications, which will be necessary for the 1985-90 Widening Program.

## **Risk Management**

1986 was the worst year on record for availability of liability insurance and rate increases had no upper limit. For part of the fourth consecutive year, the insurance industry suffered losses and attempted to recoup—through totally unrealistic premium increases. Authority coverage was reduced almost 70% while premiums increased 165%! Only sound risk management, including self-insurance, higher deductibles and good safety programs kept Turnpike premiums within budgetary control.

Training continued to be the keynote of our loss control effort as our Basic Tolls Safety Program was administered to 132 new Toll Collectors in 1986. Also, all

newly-made supervisors in the Tolls and Maintenance Departments received the Basic Safety Training Program which provides new supervisors with the information needed to maintain a safe workplace.

A Roadway Maintenance Safety Program was given to over 400 Maintenance Department employees in the form of a safety slide presentation which concentrates on those job activities which generate the majority of injury claims.

The Safety Incentive Program continued to be a highlight of our loss control effort. As a result, 253 employees received awards. This program is designed to motivate employees to take a more active interest in safety and avoid preventable accidents. The Program is cost effective since the only way to earn an award is by substantially reducing the accident experience of previous years.

The Claims Section processed 940 claims against patrons and recovered \$1,194,068 for damaged Turnpike property. Patrons filed 165 claims and employees presented 613 Workers' Compensation claims, of which 358 involved lost time from work.

## **Public Information**

Eighteen public information sessions were held at six locations throughout the proposed 1985-90 Widening and Improvements area to bring as much information as possible to the public in advance of three hearings. The public hearings were held in Elizabeth, East Brunswick and East Rutherford during the month of March to receive public comment for inclusion in the final Environmental Impact Statement.

Press conferences were held in Elizabeth and Trenton to announce important changes in the widening and improvements plan. In addition, Chairman Sullivan testified before appropriate committees of the Senate and the Assembly concerning the plan. Another 49 press releases concerning other Turnpike business were issued during the course of the year.

Reporters attended the 12 monthly Turnpike Authority Commissioners' Meetings and information concerning the meetings was issued, on request, to those not in attendance.

Members of our Department were activated for emergency duty on 16 occasions when it was necessary to disseminate special information concerning fog, snow, accident or other unusual conditions. Emergency press passes were issued to reporters and photographers who cover spot-news events on the Turnpike.

We published 12 issues each of the Pike Interchange and the Trailblazer to keep our employees and our patrons informed on Turnpike happenings.

Public Information arranged for the hosting of foreign visitors from Japan, China, South Africa, France and Israel. Our Community Relations Section successfully resolved 86 neighbor complaints.

Our Photographic Section handled a wide variety of photo and audio-video assignments. Motion picture crews shot portions of "New Jersey Vice" and "Something Wild" feature films on Turnpike property.

Submissions to our Suggestions Program were processed through the Public Information Department for review by various departments and consideration by the Suggestions Committee. Of the 86 ideas processed, seven employees received monetary awards.



# 35 Years of Operation

	Revenue Vehicles	Toll Revenue	Revenue Mileage	Concession Revenues	Other Revenues	Total Revenues
1951	787,195	\$ 587,326	38,246,174	\$ 32,861	\$ 87	\$ 620,274
1952	17,948,235	16,241,267	765,807,780	1,523,038	65,330	17,829,635
1953	22,005,078	19,192,647	868,606,100	1,853,880	464,102	21,510,629
1954	24,555,441	20,756,344	927,393,967	1,826,777	634,641	23,217,762
1955	25,888,319	21,122,503	939,672,825	1,859,952	923,169	23,905,624
1956	31,588,224	24,513,371	1,064,377,974	2,056,530	1,197,682	27,767,583
1957	39,269,643	29,022,910	1,200,254,680	2,370,516	1,447,014	32,840,440
1958	41,615,115	30,159,491	1,232,527,909	2,400,793	1,554,434	34,114,718
1959	46,199,339	33,317,927	1,343,847,970	2,602,998	1,396,407	37,317,332

1960

40,082,017

26,582,087

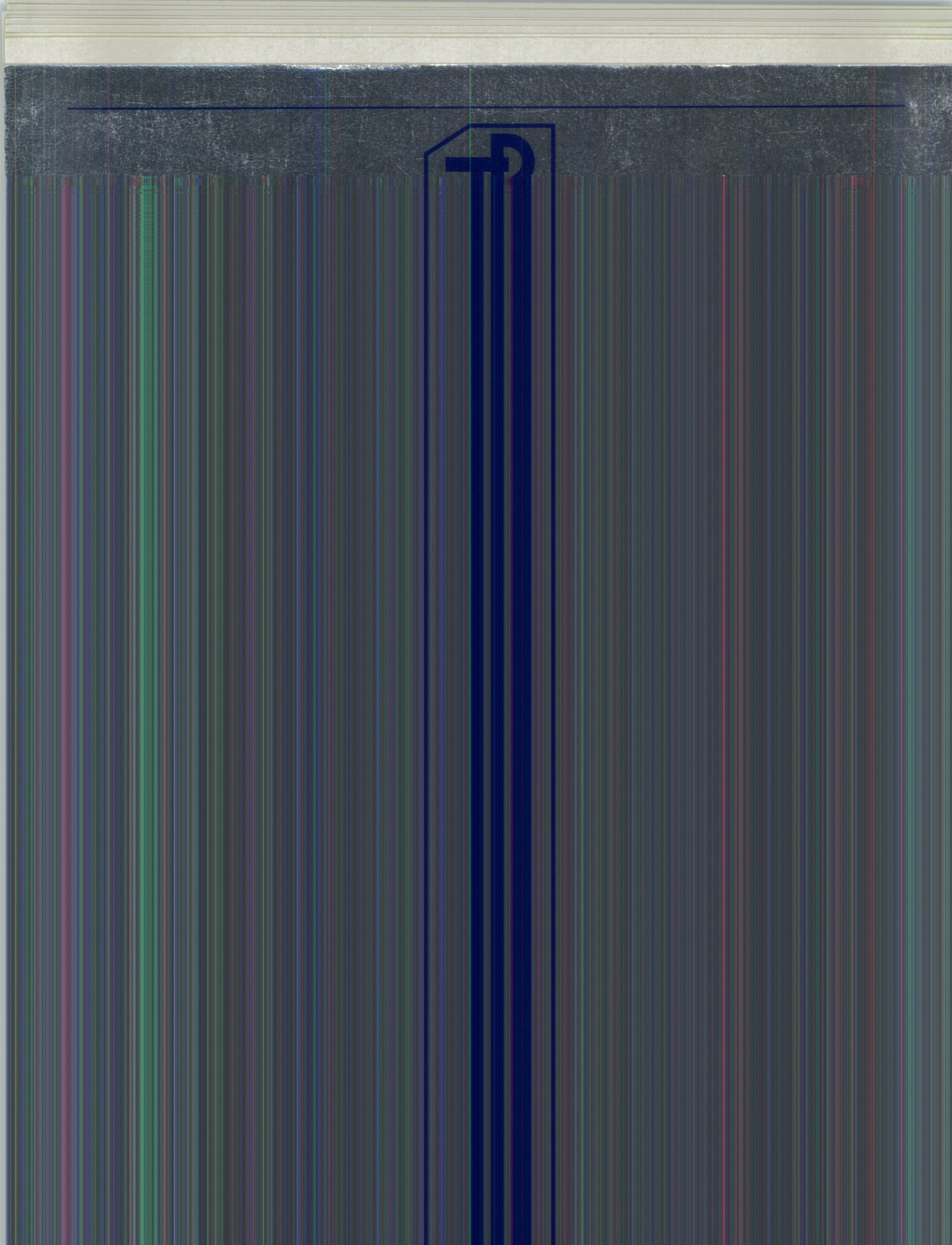
1,111,760,107

2,650,117

1,071,001

40,000,000









Peat, Marwick, Mitchell & Co.  
Certified Public Accountants  
Princeton Pike Corporate Center  
P.O. Box 7468  
Princeton, New Jersey 08540

New Jersey Turnpike Authority  
New Brunswick, New Jersey:

We have examined the statement of assets, liabilities and fund balances of the New Jersey Turnpike Authority as of December 31, 1986, the related statements of revenues and expenses and changes in fund balances for the year then ended, and the statement of cost of investment in facilities at December 31, 1986. Our examination was made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

As more fully described in note 1 to the financial statements, the Authority's policy is to prepare its financial statements based on the provisions of the bond resolution and on the Authority's interpretation of such resolution; consequently, the financial statements do not include certain assets, liabilities, revenues and expenses. Accordingly, the financial statements are not intended to present financial position and results of operations in conformity with generally accepted accounting principles.

In our opinion, the aforementioned financial statements present fairly the assets, liabilities and fund balances of the New Jersey Turnpike Authority at December 31, 1986, the revenues and expenses and changes in fund balances for the year then ended, and the cost of investment in facilities at December 31, 1986, on the basis of accounting described in note 1, which basis has been applied in a manner consistent with that of the preceding year.

Our examination was made for the purpose of forming an opinion on the basic financial statements taken as a whole. The supplementary information included in Schedules 1 through 4 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the examination of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Further, we have read the provisions of the Bond Resolution relating to the receipt and application of funds and, in our opinion, based on our examination of the financial statements referred to above, the Authority has complied with such provisions.

*Peat, Marwick, Mitchell & Co.*

January 30, 1987



**New Jersey Turnpike Authority**  
**Statement of Assets, Liabilities and Fund Balances**

December 31, 1986

with comparative total  
 memorandum figures for 1985

<u>Assets</u>	<u>Funds held by Authority</u>			
	<u>Revenue fund</u>	<u>Construction fund</u>	<u>Maintenance reserve fund</u>	<u>State payment fund</u>
Cash	\$ 16,720,948	315,613	377,767	14,667
Investments, at cost which approximates market (note 2)	16,086,046	1,774,813,575	6,900,000	-
Accounts receivable	2,361,959	698,076	1,786,417	-
Interfund accounts, net	14,667	(12,236,861)	-	(14,667)
Deposits in condemnation	-	62,351	-	-
Cost of investment in facilities	-	1,433,313,199	-	-
Other assets (note 8)	-	-	-	-
	<u>\$ 35,183,620</u>	<u>3,196,965,953</u>	<u>9,064,184</u>	<u>-</u>
 <u>Liabilities and Fund Balances</u>				
Accrued interest payable	-	-	-	-
Withholdings from employees (note 5)	9,034,288	-	-	-
Toll revenues received in advance	287,731	-	-	-
Amounts retained from contractors and engineers	-	465	998,293	-
Other liabilities	2,049,513	-	1,231,092	-
Bond indebtedness (note 3):				
Turnpike Revenue Bonds, 1984 Series	-	501,825,000	-	-
Turnpike Revenue Bonds, 1985 Series	-	2,001,000,000	-	-
Total liabilities	<u>11,371,532</u>	<u>2,502,825,465</u>	<u>2,229,385</u>	<u>-</u>
Fund balances:				
Applied to retirement of bond indebtedness	-	694,140,488	-	-
Revenues retained	<u>23,812,088</u>	<u>-</u>	<u>6,834,799</u>	<u>-</u>
Total fund balances	<u>23,812,088</u>	<u>694,140,488</u>	<u>6,834,799</u>	<u>-</u>
Commitments and contingent liabilities (note 9).				
	<u>\$ 35,183,620</u>	<u>3,196,965,953</u>	<u>9,064,184</u>	<u>-</u>

See accompanying notes to financial statements.



		Funds held by trustee			Total memorandum only - (note 7)	
Special project reserve fund	General reserve fund	Priority debt reserve fund	Debt service fund	Debt reserve fund	1986	1985
375,974	2,297	4,523	-	3,996	17,815,785	15,617,909
25,400,000	1,340,000	200,102,181	23,330,150	46,497,644	2,094,469,596	2,098,193,870
-	-	-	-	-	4,846,452	2,975,722
12,243,565	-	(6,704)	-	-	-	-
-	-	-	-	-	62,351	2,606,362
-	-	-	-	-	1,433,313,199	1,418,800,107
-	11,157,703	-	-	-	11,157,703	9,511,413
38,019,539	12,500,000	200,100,000	23,330,150	46,501,640	3,561,665,086	3,547,705,383
-	-	-	23,330,150	-	23,330,150	23,330,150
-	-	-	-	-	9,034,288	6,811,818
-	-	-	-	-	287,731	288,997
929,222	-	-	-	-	1,927,980	1,664,371
-	-	-	-	-	3,280,605	3,058,872
-	-	-	-	-	501,825,000	501,825,000
-	-	-	-	-	2,001,000,000	2,001,000,000
929,222	-	-	23,330,150	-	2,540,685,754	2,537,979,208
-	-	200,100,000	-	-	894,240,488	895,831,411
37,090,317	12,500,000	-	-	46,501,640	126,738,844	113,894,764
37,090,317	12,500,000	200,100,000	-	46,501,640	1,020,979,332	1,009,726,175
38,019,539	12,500,000	200,100,000	23,330,150	46,501,640	3,561,665,086	3,547,705,383



# New Jersey Turnpike Authority

## Statement of Revenues and Expenses

Year ended December 31, 1986

with comparative figures for 1985

	<u>1986</u>	<u>1985</u>
Revenues (note 3):		
Toll revenue	\$ 173,546,512	162,449,170
Concession revenue	8,620,488	7,579,995
Income from investments	7,205,150	9,343,439
Miscellaneous	<u>3,933,476</u>	<u>1,738,962</u>
Total revenues	<u>193,305,626</u>	<u>181,111,566</u>
Operating expenses:		
Administration	7,179,787	7,259,660
Traffic control and police	11,111,944	10,469,460
Toll collection	34,181,054	30,831,201
Maintenance, repair, replacement and reconstruction	25,905,810	24,490,639
Engineering	2,312,342	1,991,925
Insurance	12,550,586	9,385,100
Professional fees	300,304	566,444
Fiduciary fees	165,095	209,519
Pension, retirement and payroll taxes (note 5)	8,231,743	7,632,681
Taxes	194,298	191,285
Cash discounts	<u>(40,090)</u>	<u>(23,590)</u>
Total operating expenses	<u>102,092,873</u>	<u>93,004,324</u>
Net revenues before interest and other charges	91,212,753	88,107,242
Interest expense (note 3):		
Turnpike Revenue Bonds, 1984 Series	<u>46,771,412</u>	<u>46,660,300</u>
Revenues before other charges	44,441,341	41,446,942
Other charges	<u>24,550,708</u>	<u>29,601,086</u>
Revenues after operating expenses, interest and other charges	<u>\$ 19,890,633</u>	<u>11,845,856</u>

See accompanying notes to financial statements.



**New Jersey Turnpike Authority**  
**Statement of Changes in Fund Balances**  
Year ended December 31, 1986  
with comparative total  
memorandum figures for 1985

	Funds held by Authority						Funds held by trustee			Total memorandum only - (note 7)	
	Revenue	Construction	Maintenance	State	Special	General	Priority	Debt	Debt	1986	1985
	<u>fund</u>	<u>fund</u>	<u>reserve</u> <u>fund</u>	<u>payment</u> <u>fund</u>	<u>project</u> <u>reserve</u> <u>fund</u>	<u>reserve</u> <u>fund</u>	<u>debt</u> <u>reserve</u> <u>fund</u>	<u>service</u> <u>fund</u>	<u>reserve</u> <u>fund</u>		
Balances at beginning of year	\$ 18,605,581	695,731,411	8,833,150	-	25,041,121	14,913,272	200,100,000	-	46,501,640	1,009,726,175	1,009,159,507
Add (deduct):											
Net revenues before interest and other charges	91,212,753	-	-	-	-	-	-	-	-	91,212,753	88,107,242
Net excess earnings available for transfer to revenue fund	-	-	-	-	-	-	3,362,524	-	-	3,362,524	-
Payment of bond interest expense	-	-	-	-	-	-	-	(46,771,412)	-	(46,771,412)	(46,660,300)
Payment of other charges	-	-	(18,998,351)	-	(5,564,251)	11,894	-	-	-	(24,550,708)	(29,601,086)
Reduction of 1984 state transfer	-	-	-	-	-	-	-	-	-	-	720,812
Proceeds from sale of excess property	1,597,587	(1,597,587)	-	-	-	-	-	-	-	-	-
Transfer to the State of New Jersey	-	-	-	(12,000,000)	-	-	-	-	-	(12,000,000)	(12,000,000)
Interfund transfers, net	(87,603,833)	6,664	17,000,000	12,000,000	17,613,447	(2,425,166)	(3,362,524)	46,771,412	-	-	-
Balances at end of year	\$ <u>23,812,088</u>	<u>694,140,488</u>	<u>6,834,799</u>	<u>-</u>	<u>37,090,317</u>	<u>12,500,000</u>	<u>200,100,000</u>	<u>-</u>	<u>46,501,640</u>	<u>1,020,979,332</u>	<u>1,009,726,175</u>

See accompanying notes to financial statements.



**New Jersey Turnpike Authority**  
**Statement of Cost of Investment in Facilities**

December 31, 1986

with comparative total

memorandum figures for 1985

	1966 Turnpike improvement	1971 Turnpike improvement	1973 Improvement and funding program	1977 Turnpike system revenue bond accounts
Engineering and architectural	\$ 31,992,438	11,566,356	18,997,183	-
Land, easement and rights-of-way	28,805,975	4,055,433	7,759,121	-
Construction, including cost of training and equipping operating personnel, machinery and equipment and miscellaneous preoperating expenses	389,855,394	103,797,024	30,811,363	-
Other costs, including administration	2,770,273	181,599	307,591	-
Financial	<u>245,668,754</u>	<u>22,512,061</u>	<u>23,615,248</u>	<u>12,602,396</u>
	699,092,834	142,112,473	81,490,506	12,602,396
Less (income) expense from interim investment of construction funds	<u>(82,012,726)</u>	<u>(19,485,504)</u>	<u>(46,555,741)</u>	<u>271,732</u>
	<u>\$ 617,080,108</u>	<u>122,626,969</u>	<u>34,934,765</u>	<u>12,874,128</u>

See accompanying notes to financial statements.



Original turnpike extensions and additional lanes	Revenues invested in facilities	1984 Turnpike revenue bonds	1985-1990 Widening project	Total to December 31,	
				<u>1986</u>	<u>1985</u>
28,083,278	12,125,827	-	22,787,834	125,552,916	102,633,752
27,964,118	6,062,573	-	7,602	74,654,822	76,055,259
371,398,653	69,099,391	-	7,470,275	972,432,100	965,185,221
1,869,763	143,047	-	927,854	6,200,127	5,211,908
<u>26,992,647</u>	<u>165,271</u>	<u>67,745,399</u>	<u>30,567,334</u>	<u>429,869,110</u>	<u>427,125,688</u>
456,308,459	87,596,109	67,745,399	61,760,899	1,608,709,075	1,576,211,828
<u>(9,901,900)</u>	<u>(3,929)</u>	<u>-</u>	<u>(17,707,808)</u>	<u>(175,395,876)</u>	<u>(157,411,721)</u>
<u><u>446,406,559</u></u>	<u><u>87,592,180</u></u>	<u><u>67,745,399</u></u>	<u><u>44,053,091</u></u>	<u><u>1,433,313,199</u></u>	<u><u>1,418,800,107</u></u>



# New Jersey Turnpike Authority Notes to Financial Statements

December 31, 1986

## (1) Organization, Nature of Funds and Basis of Presentation

**(a) Authorizing legislation**—The New Jersey Turnpike Authority is a body corporate and politic created by the New Jersey Turnpike Authority Act of 1948, as amended and supplemented, authorized to construct, maintain, repair and operate turnpike projects at locations established by law, and to issue turnpike revenue bonds or notes of the Authority, subject to prior approval in writing from the Governor and from either or both the State Treasurer and the Comptroller of the Treasury, payable solely from tolls and other revenues of the Authority. Under the provisions of the Act, turnpike bonds or notes and the interest thereon shall not be deemed to constitute a debt or liability or a pledge of the faith and credit of the State or any political subdivision thereof.

The Authority has no stockholders nor equity holders and all revenues of the Turnpike are required to be deposited by the Authority in the Revenue Fund, to be applied in accordance with the provisions of the 1984 Turnpike Revenue Bond Resolution, as amended by the First Supplemental Turnpike Revenue Bond Resolution (collectively, the Bond Resolution).

**(b) Nature of funds**—The accounts of the Authority are organized on the basis of funds, each of which is considered a separate accounting entity. Resources are allocated to and accounted for in the individual funds based upon the provisions of the Bond Resolution. The various funds are as follows:

1. **Revenue Fund**—The Revenue Fund is the General Operating Fund of the Authority. It is used to account for all of the revenue and operating expenses.

2. **Construction Fund**—The Construction Fund is used to account for financial resources to be used for cost of investment in facilities. Included in this fund are the proceeds from the November 21, 1985 issuance of New Jersey Turnpike Authority Turnpike Revenue Bonds 1985 Series (see note 3), and unexpended moneys related to projects authorized by the 1952, 1966 and 1973 Bond Resolutions and the 1971 Note Resolution.

3. **Maintenance Reserve Fund**—Amounts in this fund may be applied to the cost of major resurfacing, replacement, repairs, renewals or reconstruction of the Turnpike System.

4. **State Payment Fund**—This fund is used to account for the moneys that are to be applied to payments required to be made to the State pursuant to the terms of an agreement between the State and The Authority (see note 9).

5. **Special Project Reserve Fund**—Amounts in this fund may be applied to the cost of one or more special projects or additional projects. This fund may also be used in an amount up to twenty percent of the amount on deposit therein on the first day of any year to meet budgeted payments into the maintenance reserve fund. Under certain circumstances, it is also to be used to meet deficiencies in the Revenue Fund, the Priority Debt Service Fund, the Priority Debt Reserve Fund, the Debt Service Fund, the Debt Reserve Fund and the State Payment Fund.

6. **General Reserve Fund**—Amounts in the General Reserve Fund are to be used to make up deficiencies in the Revenue Fund, the Priority Debt Service Fund, the Priority Debt Reserve Fund, the Debt Service Fund, the Debt Reserve Fund, the Maintenance Reserve Fund, the State Payment Fund and the Special Project Reserve Fund. Amounts in this fund which are not required to remedy any such deficiency may be applied, to: (a) the purchase or redemption of any bonds and expenses in connection therewith; (b) payments into the Construction Fund; (c) improvements, extensions, betterments, renewals, and replacements of the Turnpike System or the provision of reserves for these purposes; (d) payments into the Revenue Fund; or (e) any other corporate purpose.

7. **Priority Debt Service Fund**—The Priority Debt Service Fund accumulates the amounts required for (i) the payment of interest and maturing principal amounts on the Priority Bonds (see note 3) when due, (ii) payment of the redemption price and accrued interest on the redemption of Priority Bonds, and (iii) payment of the purchase price of Priority Bonds purchased through application of moneys accumulated in this fund by reason of the payment of any Sinking Fund Installment.

8. **Priority Debt Reserve Fund**—Amounts in the Priority Debt Reserve Fund are to be applied to make up any deficiency in the Priority Debt Service Fund. The Resolution provides that as a condition to the issuance of each Series of Priority bonds there shall be deposited on the Priority Debt Reserve Fund the amount, if any, necessary so that the amount in such Fund equals the Priority Debt Reserve Requirement calculated immediately after the issuance of such Series of Priority bonds.

Whenever the moneys and securities on deposit in the Priority Debt Reserve Fund, together with the amount in the Priority Debt Service Fund, are sufficient to pay in full all outstanding Priority Bonds in accordance with their terms, the funds on deposit in the Priority Debt Reserve Fund are to be transferred to the Priority Debt Service Fund.

In lieu of the required deposits into the Priority Debt Reserve Fund, the Authority may deposit into the Priority Debt Reserve Fund a surety bond or an insurance policy or a letter of credit in an amount equal to the difference between the Priority Debt Reserve Requirement and the sums then on deposit in the Priority Debt Reserve Fund, if any.

9. **Debt Service Fund**—This fund is used to account for the accumulation of moneys for, and the payment of principal and interest related to the 1984 Turnpike Revenue Bonds (see note 3).

10. **Debt Reserve Fund**—Amounts in this fund are to be applied to make up any deficiency in the Debt Service Fund. The Resolution provides that as a condition to the issuance of each Series of Refunding Bonds there shall be deposited in the Debt Reserve Fund the amount, if any, necessary so that the amount in such Fund equals the Debt Reserve Requirement calculated immediately after the issuance of such Series of Refunding Bonds.

Whenever the moneys and securities on deposit in the Debt Reserve Fund, together with the amount in the Debt Service Fund, are sufficient to pay in full all outstanding Refunding Bonds in accordance with their terms, the funds on deposit in the Debt Reserve Fund are to be transferred to the Debt Service Fund.

The Authority may deposit a surety bond, insurance policy or letter of credit into the Debt Reserve Fund to meet all or a part of the Debt Reserve Requirement, subject to conditions described in the Bond Resolution.

**(c) Basis of Presentation**—Accounts of the Authority are maintained in accordance with the practices set forth herein, which are based on the provisions of the Bond Resolution and on the Authority's interpretation of said resolution. These practices differ in certain respects, which may be material, from generally accepted accounting principles applied in the presentation of financial position and results of operations commonly followed by other types of enterprises. The significant practices are as follows:

1. Depreciation of the Turnpike and related facilities is not included as an operating expense or otherwise provided.

2. Costs for investment in facilities are generally recorded when paid except for costs for payments to contractors and engineers which include amounts withheld (retainage) from such payments. Income on unexpended construction funds is credited to cost of investment in facilities when received.

Costs of investment in facilities also include expenses in connection with the offering, selling and issuance of bonds and notes; discount on the sale of bonds and notes; costs of issuing refunding bonds; costs of certain real estate in excess of right-of-way requirements which may be sold and proceeds applied in reduction of construction costs; certain interest on bonds and notes (less income received on unexpended construction funds); and administrative and legal expenses during the construction period.

3. Toll revenues are recorded as received.

4. Income on investments and from concessions is recorded when received. Investments are valued at the lower of cost or principal amount, except for investments in the Priority Debt Reserve Fund and the Debt Reserve Fund which are valued at the lower of cost or market determined as of the preceding December 1.

5. Other income and receipts, from whatever source derived, are recorded as revenue when received.

6. Operating expenses (including materials, supplies and equipment) and compensated absences are recorded when paid.

7. Interest on bond indebtedness is recorded on the accrual basis.

8. Costs for major repairs, replacements or maintenance items of a type not recurring annually or at short intervals and costs for major resurfacing, replacement, repairs, renewals or reconstruction of the Turnpike System are recorded when paid except for amounts withheld (retainage) from payments to contractors and engineers. Such costs are included in other charges in the accompanying statement of revenues and expenses when such moneys have been provided from revenues, and are presented principally as construction costs in the accompanying statement of cost of investment in facilities when such expenditures are made from construction funds.

## (2) Investments

A summary of the components and carrying values of investments is as follows:

	December 31,	
	1986	1985
U.S. Government obligations	\$2,013,088,117	2,015,584,529
Certificates of deposit	38,199,329	35,272,061
Repurchase agreements	40,432,150	43,719,585
Other investments	2,750,000	3,617,695
	<u>\$2,094,469,596</u>	<u>2,098,193,870</u>

The market value of investments at December 31, 1986 and 1985 approximates carrying value. Other investments include life insurance bonds purchased under the provisions relating to the Employees Deferred Compensation Plan (see note 5).



## Notes to Financial Statements (continued)

### (3) Bond Indebtedness

On November 21, 1985, the Authority issued \$2,001,000,000 of Turnpike Revenue Bonds, 1985 Series Bi-Modal Multi-Term Format Bonds (the 1985 Bonds or Priority Bonds). Under the Bi-Modal Multi-Term Format (BMTF) structure, the Authority issued all the Bonds necessary to finance the 1985-1990 widening program (originally estimated to cost \$1,700,000,000) at one time. Initially, proceeds of the Bond sale were invested in government securities and deposited into an Escrow Account within the Construction Fund. As funds are needed for construction, monies will be transferred out of the Escrow Account and into the Widening Program Construction Account (both accounts are contained within the Construction Fund). The Authority will not begin to pay debt service from revenues until such funds are utilized for construction.

The 1985 Bonds have 2 modes while they are outstanding: Mode 1 and Mode A. These modes differ with respect to primary security and maturity. Initially, \$2,000,000,000 of Bonds were issued as Mode 1 Bonds, and \$1,000,000 of Bonds were issued as Mode A Bonds.

When Bonds are in Mode 1, the primary security as to principal and interest payments are monies held in the Escrow Account. As the Authority makes funds available for construction, the Mode 1 Bonds will be converted to Mode A Bonds. The primary security for Mode A Bonds are the Net Revenues, as defined, of the Authority.

Bonds in Mode 1 have tender dates ranging from one week to July 2, 1990. On these tender dates, the bonds may be redeemed or converted to Mode A Bonds, at the discretion of the Authority. Bonds converted to Mode A will have varying maturity dates ranging to January 1, 2018.

The Bond Resolution requires the Authority to estimate the construction expenditures for the Widening Program for a fifteen month period. Estimated construction expenditures for the fifteen months to March 1988 aggregated \$350,000,000.

On September 13, 1984, the Authority issued \$501,825,000 of Turnpike Revenue Bonds, 1984 Series, (the 1984 Bonds), for the purpose of refunding the Authority's outstanding 1966 Turnpike Revenue Bonds and 1977 Turnpike System Revenue Bonds (collectively referred to as the Prior Bonds) having outstanding principal amounts aggregating \$537,982,000 and \$186,855,000, respectively.

The net proceeds of the 1984 Bonds together with certain other available moneys of the Authority were deposited with a trustee for the purpose of purchasing Governmental securities which mature at various dates and together with interest earned thereon are calculated to provide sufficient moneys to pay the principal of, redemption premium, if any, and interest on the Prior Bonds by 2014.

The 1984 Bonds are term bonds which mature as follows: \$249,040,000 due January 1, 2003 with interest at 10.375% per annum, \$69,175,000 due January 1, 2005 with interest at 12% per annum, \$132,520,000 due January 1, 2009 with interest at 6¾% per annum and \$51,090,000 due January 1, 2014 with interest at 7% per annum. The bonds are collateralized by the proceeds of the sale of the 1984 Bonds, all revenues, and all amounts on deposit in funds established by the Resolution other than the State Payment Fund and the Construction Fund. Such lien is subordinate to the lien and pledge of net revenues for any Priority Bonds which may be issued pursuant to the Resolution. Sinking Fund installments for the 1984 Bonds do not commence until 1990, when \$7,485,000 is due.

The 1984 Bonds maturing on January 1, 2003 and January 1, 2005, are subject to redemption prior to maturity, in whole or in part, at any time after January 1, 1994, at varying premium rates. The 1984 Bonds maturing on January 2, 2009 and January 1, 2014, are subject to redemption prior to maturity, in whole or in part, at any time after January 1, 1987, at varying premium rates.

Under the terms of the Bond Resolution, the 1985 Bonds have a senior lien on the revenues of the Authority over the 1984 Bonds.

The Authority has covenanted that it will charge and collect such tolls and other charges as shall be required in order that in each calendar year net revenues shall at least equal the greater of (i) the sum of the aggregate debt service on Priority Bonds and Refunding Bonds, maintenance reserve payments, state payments and special projects reserve payments for each calendar, or (ii) 1.20 times the sum of the aggregate debt service on Priority Bonds and Refunding Bonds, for such year.

Net revenues were sufficient to satisfy the toll covenant requirements for the fiscal years 1986 and 1985.

### (4) Operations

The Annual Budget of Operating Expenses as filed with the Trustee for the years 1986 and 1985 amounted to \$102,133,000 and \$93,043,700, respectively, as compared with operating expenses of \$102,092,873 in 1986 and \$93,004,324 in 1985.

### (5) Pension and Deferred Compensation Plans

Employees of the Authority are covered by the Public Employees Retirement System of the State of New Jersey. Pension plan payments amounting to \$3,373,823 and \$3,209,910 in 1986 and 1985, respectively, are based on annual billings received from the Retirement System and are recorded when paid. Authority employees are also covered by the Federal Social Security Act.

In 1980, the Authority established the Employees Deferred Compensation Plan. All permanent employees are eligible to participate in the plan, which permits the participant to defer annually a portion of their salary. The Authority does not make any contributions to the plan. At December 31, 1986 and 1985, the plan assets were \$8,717,200 and \$6,517,695, respectively. Such assets are included in the accompanying financial statements as they are considered to be assets of the Authority until disbursement; however, such assets are in a separate trust account controlled by the plan administrator and trustees.

### (6) Sales of Property

Proceeds from the sale of excess property for the years ended December 31, 1986 and 1985 amounted to \$1,597,587 and \$320,237, respectively. Such amounts are allocated in the same manner as revenues.

### (7) Memorandum Only

Total "Memorandum Only" columns contain the totals of the similar accounts of the various Funds. Since the assets of the Funds are restricted, the combination of the accounts, including assets therein, is for convenience only and does not indicate that the combined assets are available in any manner other than that provided for in the Bond Resolution.

### (8) Other Assets

During 1986 and 1985, the Authority purchased, on the open market, 1966 Series Turnpike Bonds with a face value of \$13,475,000 and \$12,515,000 at costs of \$11,157,703 and \$9,511,413, respectively. Such costs were recorded in the General Reserve Fund under the caption "Other assets". As the Authority uses a modified accrual basis of accounting, no income was recognized on the transaction in 1985. A gain of \$3,003,587 was recognized on January 1, 1986 when tendering of the Bonds took place, and is included in miscellaneous revenue while a gain of \$2,317,297 will be recognized on January 1, 1987.

### (9) Commitments and Contingent Liabilities

In addition to commitments in the normal course of business, the Authority is contingently liable under pending lawsuits and claims in which the Authority is named a defendant relating mainly to construction claims. In the opinion of the Authority, the aggregate liability of such actions would not materially affect its financial statements and sufficient funds are available in the construction accounts to satisfy any payments in connection therewith.

Under the terms of an agreement dated April 27, 1984, the Authority agreed to make annual payments to the State of New Jersey to assist in transportation purposes. These payments, which aggregate \$12,000,000 annually, are due for a period of 20 years from the agreement date. The payments to the State are subordinate to the 1985 Turnpike Revenue Bonds and the 1984 Turnpike Revenue Bonds.

### (10) Subsequent Event

On January 30, 1987, the Authority approved a resolution authorizing a preliminary remarketing memorandum for the Authority's currently outstanding \$2,000,000,000 Turnpike Revenue Bonds, 1985 Series, Bi-Modal Multi-Term Format (1985 Bonds) in Mode 1. The 1985 Bonds are subject to mandatory tender for purchase upon the occurrence of events under the Drop-Lock Provision of the Bond Resolution.

Pursuant to the Bond Resolution, the interest rate on the 1985 Bonds will be converted from adjustable rates to a fixed rate of interest to maturity (the "Long-Term Rate"), determined as set forth in the Bond Resolution. On the Drop-Lock Conversion Date, which is expected to be March 3, 1987, the 1985 Bonds will convert from Mode 1 to Mode A. After the Drop-Lock Conversion Date, the 1985 Bonds will be converted to Mode A and will be secured by the Net Revenues of the Authority and the Priority Debt Reserve Fund. The Long-Term Rate will remain in effect until the maturity (January 1, 2018) or earlier redemption of the 1985 Bonds. As provided in the Bond Resolution, in connection with such conversion the 1985 Bonds are subject to mandatory tender for purchase on the Drop-Lock Conversion Date at 100% of the principal amount thereof.



# New Jersey Turnpike Authority Investments

December 31, 1986

Schedule 1

	Interest rate	Maturity (notes C, D, E and G)	Par value	Carrying value (note B)
Revenue fund:				
United States Treasury bills (note C)	various	various	\$ 240,000	236,717
Repurchase agreements (note E)	various	various	3,760,000	3,760,000
Certificates of deposit (note D)	various	various	9,339,329	9,339,329
Other (note G)	various	various	2,750,000	2,750,000
			<u>16,089,329</u>	<u>16,086,046</u>
Construction fund:				
Certificates of deposit (note D)	various	various	5,520,000	5,520,000
United States Treasury bills (note C)	-	various	375,000	251,575
Repurchase agreements	6.00	Jan. 30, 1987	3,042,000	3,042,000
Federal National Mortgage Association (note F)	various	various	<u>1,766,000,000</u>	<u>1,766,000,000</u>
			<u>1,774,937,000</u>	<u>1,774,813,575</u>
Maintenance reserve fund:				
Repurchase agreements (note E)	various	various	6,900,000	6,900,000
Special project reserve fund:				
Repurchase agreements	6.00	Jan. 12, 1987	3,400,000	3,400,000
Certificates of deposit (note D)	various	various	<u>22,000,000</u>	<u>22,000,000</u>
			<u>25,400,000</u>	<u>25,400,000</u>
General reserve fund:				
Certificates of deposit (note D)	various	various	1,340,000	1,340,000
Priority debt reserve fund:				
United States Treasury bills (note C)	-	May 14, 1987	105,000	102,181
Federal National Mortgage Association (note F)	various	various	<u>200,000,000</u>	<u>200,000,000</u>
			<u>200,105,000</u>	<u>200,102,181</u>
Debt service fund:				
Repurchase agreements	5.5	Jan. 2, 1987	23,330,150	23,330,150
Debt reserve fund:				
United States Treasury bills (note C)	-	Jun. 25, 1987	47,820,000	46,497,644
Total investments (note A)			<u>\$ 2,095,921,479</u>	<u>2,094,469,596</u>

## Notes:

- (A) As of December 31, 1986, the carrying value of investments approximated market value.
- (B) Investments have been valued at lower of cost or the principal amount thereof, except for investments in the Debt Reserve Fund which are valued at the lower of cost or market as of December 1, 1986, as required by the bond resolution.
- (C) United States Treasury bills mature periodically to June 25, 1987.
- (D) Certificates of deposit bear interest at annual rates of 5.40% to 13.125% and mature periodically to February 20, 1989. The certificates, which total \$38,199,329, were issued by the following banks:

Columbia Savings and Loan	\$ 200,000
First Fidelity Bank N.A.	33,627,200
Gibraltar Savings and Loan	100,000
Glendale Federal Savings and Loan	100,000
Great Western Savings and Loan	100,000
Homestead Federal Savings and Loan	100,000
Lincoln Savings and Loan	200,000
The National State Bank	1,945,604
Philadelphia Savings Fund Society	100,000
Prudential Savings and Loan	100,000
San Jacinto Savings	100,000
United Jersey Bank, N.A.	1,426,525
Western Savings and Loans	100,000
	<u>\$ 38,199,329</u>

- (E) Repurchase agreements bear interest at annual rates of 5.05% to 17.00% and mature periodically to March 23, 1987. The agreements are collateralized by various United States Government securities pledged by the banks.
- (F) Federal National Mortgage Association bears interest at annual rates of 4.875% to 9.477% annually and mature periodically to July 2, 1990.
- (G) Other investments include \$2,750,000 in life insurance bonds which bear interest at annual rates of 8.07% to 13.74% and mature periodically to October 16, 1989.



# New Jersey Turnpike Authority Bond Indebtedness

December 31, 1986

Schedule 2

	Original amount authorized and issued	Refunded or acquired and cancelled in prior years	Acquired and cancelled during 1986	Amount outstanding Dec. 31, 1986
<b>Turnpike revenue bonds:</b>				
Series A, 4-3/4% (1966 issue), maturing January 1, 2006	\$ 179,000,000	179,000,000	-	-
Series B, 5-1/8% (1968 issue), maturing January 1, 2008	75,000,000	75,000,000	-	-
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	125,000,000	-	-
Series D, 5-3/4% (1969 issue), maturing January 1, 2008	60,000,000	60,000,000	-	-
Series E, 5-7/8% (1969 issue), maturing January 1, 2008	40,000,000	40,000,000	-	-
Series F, 7% (1969 issue), maturing January 1, 2009	137,000,000	137,000,000	-	-
Series G, 5-3/4% (1972 refunding issue), maturing January 1, 2009	155,100,000	155,100,000	-	-
	<u>771,100,000</u>	<u>771,100,000</u>	<u>-</u>	<u>-</u>
<b>Turnpike improvement revenue bonds:</b>				
First series, 5.70% (1973 issue), maturing May 1, 2013	210,000,000	210,000,000	-	-
	<u>210,000,000</u>	<u>210,000,000</u>	<u>-</u>	<u>-</u>
<b>General revenue bonds:</b>				
Turnpike revenue bonds (1950 issue), 3-1/4%, matured January 1, 1985	220,000,000	220,000,000	-	-
Turnpike revenue bonds (1951 issue), 3.20%, matured January 1, 1986	35,000,000	35,000,000	-	-
	<u>255,000,000</u>	<u>255,000,000</u>	<u>-</u>	<u>-</u>
<b>Second series revenue bonds</b>	<u>211,200,000</u>	<u>211,200,000</u>	<u>-</u>	<u>-</u>
<b>Turnpike notes:</b>				
Series A, 4-5/8% (1971 issue), matured January 1, 1975	125,500,000	125,500,000	-	-
	<u>125,500,000</u>	<u>125,500,000</u>	<u>-</u>	<u>-</u>
<b>Turnpike system revenue bonds:</b>				
First series, 6% (refunding), maturing January 1, 2014	202,415,000	202,415,000	-	-
	<u>202,415,000</u>	<u>202,415,000</u>	<u>-</u>	<u>-</u>
<b>Turnpike revenue bonds:</b>				
1984 series, 6-3/4% - 12%, maturing January 1, 2003 through 2014	501,825,000	-	-	501,825,000
	<u>501,825,000</u>	<u>-</u>	<u>-</u>	<u>501,825,000</u>
<b>Turnpike revenue bonds:</b>				
1985 series, bi-modal multi-term format (BMTF):				
Mode 1 (tender dates ranging from one week to July 2, 1990)	2,000,000,000	-	-	2,000,000,000
Mode A (tender dates ranging from one week to January 1, 2018)	1,000,000	-	-	1,000,000
	<u>2,001,000,000</u>	<u>-</u>	<u>-</u>	<u>2,001,000,000</u>
	<u>\$ 4,278,040,000</u>	<u>1,775,215,000</u>	<u>-</u>	<u>2,502,825,000</u>

Note - At December 31, 1986, bond and note indebtedness totalling \$1,775,215,000 had been retired from the following sources:

Revenue	\$ 557,840,082
Excess construction funds, bond proceeds and miscellaneous receipts allocated to revenues	20,037,918
Issuance of Series G (refunding issue) Turnpike Revenue Bonds to refund Series F bonds for redemption on January 1, 1979	137,000,000
Portion of proceeds of the 1973 Turnpike Improvement Revenue Bonds used to retire Turnpike notes, Series A	125,500,000
Issuance of Turnpike System Revenue Bonds, first series (refunding) to refund the 5.70% Turnpike Improvement Revenue Bonds, first series, for retirement in accordance with sinking fund installment established at the time of their issuance	210,000,000
Issuance of Turnpike Revenue Bonds, 1984 Series to refund the Turnpike Revenue Bonds Series A through E and Series G and the Turnpike System Revenue Bonds, First Series (refunding), for retirement in accordance with sinking fund installments established at the time of their issuance	724,837,000
	<u>\$ 1,775,215,000</u>



# New Jersey Turnpike Authority

## Cash Receipts and Disbursements

Year ended December 31, 1986

	<u>Combined total</u>	<u>Revenue fund</u>	<u>Construction fund</u>
Cash balances, December 31, 1985	\$ 15,617,909	14,545,330	841,728
Receipts:			
Revenues (including income of \$7,205,150 on investments)	196,384,066	186,788,845	22,117
Transfers of income on investments	-	9,595,221	(22,117)
Transfers from revenue fund	-	(93,384,859)	-
Sale or redemption of investments	760,912,982	224,850,105	168,979,040
Income on construction investments	17,984,525	-	17,984,525
Transfer of funds	-	(4,305)	12,243,565
Proceeds from sale of property	1,597,587	1,597,587	-
Reimbursements of construction costs and other recoveries	<u>14,684,106</u>	<u>2,692,292</u>	<u>2,475,636</u>
	<u>991,563,266</u>	<u>332,134,886</u>	<u>201,682,766</u>
Disbursements:			
Operating expenses	102,092,873	102,092,873	-
Interest on bond indebtedness	46,771,412	-	-
Purchase of investments including accrued interest	757,035,835	227,866,395	167,798,061
Payments to State of New Jersey	12,000,000	-	-
Cost of construction, studies, major repairs and other purchases	<u>71,465,270</u>	<u>-</u>	<u>34,410,820</u>
	<u>989,365,390</u>	<u>329,959,268</u>	<u>202,208,881</u>
Cash balances, December 31, 1986	\$ <u>17,815,785</u>	<u>16,720,948</u>	<u>315,613</u>

<u>Depositories</u>	<u>Cash balance</u>	<u>Market value of securities pledged to secure deposits</u>
Revenue fund:		
First Jersey National Bank	\$ 239,316	2,500,000
The Peoples National Bank of Central Jersey	76,978	2,433,750
Valley National Bank	54	1,139,878
Ramapo Bank	257	724,031
The Chatham Trust Company	9	1,198,491
Toll collectors' and other imprest funds	93,350	-
United Jersey Bank	3,923,255	10,150,000
National State Bank of Elizabeth	<u>12,387,729</u>	<u>14,660,848</u>
Balance carried forward	<u>16,720,948</u>	<u>32,806,998</u>



Funds held by the Authority

<u>Maintenance reserve fund</u>	<u>State payment fund</u>	<u>Special project reserve fund</u>	<u>General reserve fund</u>
97,125	14,667	96,916	10,966
678,353	103,528	994,205	428,515
(678,353)	(103,528)	(994,205)	(428,515)
17,000,000	12,000,000	17,613,447	-
85,031,800	-	134,150,000	54,715,000
-	-	-	-
-	-	(12,243,565)	(2,379)
-	-	-	-
-	-	4,765	9,511,413
102,031,800	12,000,000	139,524,647	64,224,034
-	-	-	-
-	-	-	-
80,850,000	-	134,250,000	53,075,000
-	12,000,000	-	-
20,901,158	-	4,995,589	11,157,703
101,751,158	12,000,000	139,245,589	64,232,703
377,767	14,667	375,974	2,297

Funds held by Trustees

<u>Priority debt reserve fund</u>	<u>Debt service fund</u>	<u>Debt reserve fund</u>
3,690	-	7,487
3,362,524	814,700	3,191,279
(3,362,524)	(814,700)	(3,191,279)
-	46,771,412	-
193,316	-	92,993,721
-	-	-
6,684	-	-
-	-	-
-	-	-
200,000	46,771,412	92,993,721
-	-	-
-	46,771,412	-
199,167	-	92,997,212
-	-	-
-	-	-
199,167	46,771,412	92,997,212
4,523	-	3,996

Depositories

Balance brought forward

Cash  
balance

\$ 16,720,948

Market value  
of securities  
pledged to  
secure deposits

32,806,998

## All other funds:

Midlantic National Bank  
First Fidelity Bank  
National Community Bank

- 477,748  
700,943 4,769,750  
393,894 1,558,287  
\$ 17,815,785 39,612,783



# New Jersey Turnpike Authority

## Toll Revenue

Year ended December 31, 1986

with comparative figures for 1985

Schedule 4

Class	Description	1986		1985	
		Toll revenue	Vehicles	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 110,710,684	154,346,105	\$ 103,593,861	144,100,363
2	Vehicles having two axles other than type described under Class 1	7,965,737	5,567,242	7,486,679	5,262,131
3	Vehicle (vehicles), single or in combination, having three axles	3,787,224	2,119,419	3,450,567	1,918,066
4	Vehicle (vehicles), single or in combination, having four axles	7,615,388	2,955,115	7,548,752	2,912,171
5	Vehicle (vehicles), single or in combination, having five axles	40,380,419	11,530,752	37,358,727	10,695,928
6	Vehicle (vehicles), single or in combination, having six or more axles	475,790	116,451	368,778	89,422
7	Buses having two axles	461,744	508,739	471,488	488,398
8	Buses having three axles	1,868,020	1,250,770	1,744,381	1,088,637
9	Commuter buses having two axles	81,163	121,187	124,996	191,747
10	Commuter buses having three axles	312,885	322,970	395,638	432,303
	Non-revenue vehicles (A)	-	707,037	-	678,795
		173,659,054	179,545,787	162,543,867	167,857,961
	Deduct toll adjustments	112,542		94,697	
		\$ 173,546,512		\$ 162,449,170	

(A) Non-revenue vehicles represent traffic of members, officers and employees of the Authority actually in the performance of their duties or traveling to or from such duties, members of the New Jersey State Police Force, members of fire departments or local police departments actually in the performance of their duties, ambulances, rescue squads or necessary vehicles of concessionaires.







