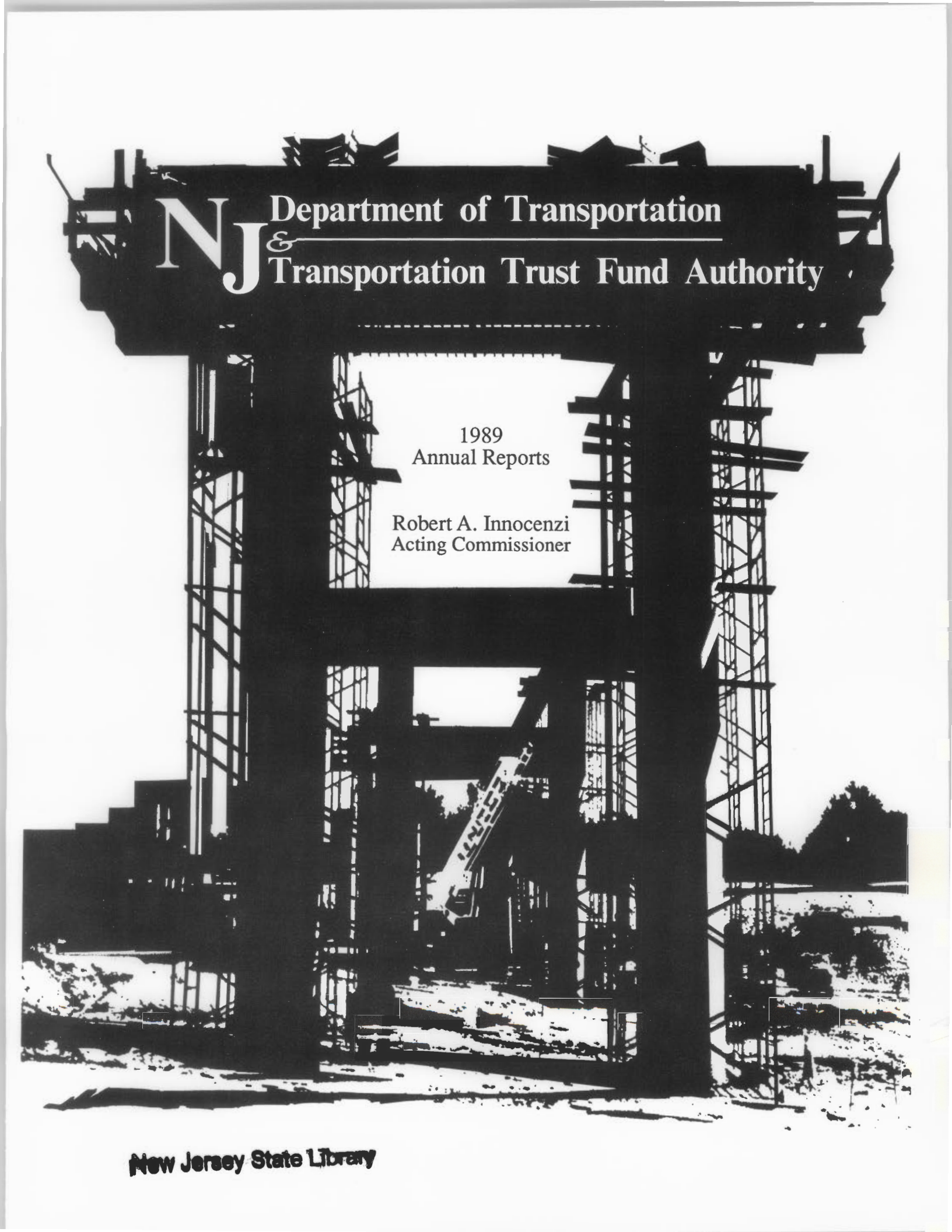


NJ Department of Transportation
&

Transportation Trust Fund Authority

1989 Annual Reports



NJ Department of Transportation
& Transportation Trust Fund Authority

1989
Annual Reports

Robert A. Innocenzi
Acting Commissioner



Acting Commissioner Robert A. Innocenzi (far right) is pictured with (seated) Assistant Commissioners Alvin R. Little and Charles T. Edson, (standing) Chief of Staff Judith Shaw Berry and Assistant Commissioners James A. Crawford, Kenneth C. Afferton and Linda M. Anselmini.



Complete projects.....3

Preserve existing system.....6

Integrate transportation.....11

Reduce congestion.....16

Dear Governor Florio:

Like the *1989 Transportation Plan* published this year, the 1989 annual reports of the New Jersey Department of Transportation and the New Jersey Transportation Trust Fund Authority point to changing transportation patterns in New Jersey.

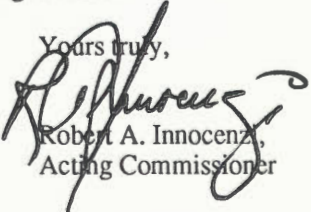
The achievements and activities recorded in these pages bridge the decades between the construction-oriented 1960s when the Department was created and the infrastructure maintenance and preservation focus the Department must adopt in the '90s.

The Department of Transportation is positioning itself to provide the people of New Jersey with the "convenient, safe, reliable, interconnected and efficient transportation systems" that will be needed for continued economic prosperity.

Our guidelines are the six criteria identified in the introduction to the *1989 Plan*. They are:

- complete the necessary projects of the past,
- preserve our existing transportation system,
- reduce congestion,
- integrate transportation development within land use plans,
- promote transportation partnerships, and
- promote mobility through better system management.

The activities in these annual reports preview the transportation challenges before us in the coming decades.

Yours truly,

 Robert A. Innocenzi,
 Acting Commissioner

Complete projects

The NJDOT continues to complete the necessary highway projects of the past, the ones which are critical to serving both the existing and the emerging needs of the population. This absorbs more than half of the Department's capital budget, provided by the New Jersey Transportation Trust Fund and the federal government.

The New Jersey Department of Transportation's capital program is funded annually by appropriation from the state legislature with the funds provided through the New Jersey Transportation Trust Fund. However, the NJDOT's capital program is actually a multi-year, multi-phase effort with many projects taking several years to complete, from original studies through construction.

Because of the way the work is carried out, the value of all work under way, or work which the Department was authorized to perform, was \$5.35 billion on November 15, 1989.

Another \$286 million was being held for work ready to start but for which contracts had not yet been awarded.

The detailed status of the overall program at year's end included:

- 162 construction projects

Work on the junction of I-295 and I-195, better known as the Trenton Complex, Mercer County, began in January with a pile testing project.

under way with an original value of \$1.5 billion of which \$598 million remains to be performed;

- 440 improvements to the state highway system under study, development, or design at a completion cost for those

phases of work of about \$100 million. If all future phases were implemented at current cost estimates, they would exceed anticipated resources through 1995 by at least \$1 billion. Because of this imbalance, the Department is reviewing the scope of a number of the more complex proposals;

- 124 right of way projects under way on state and local roads with an estimated cost of about \$90 million;

• several hundred local projects, some funded with federal aid and some through state aid formula or discretionary allocations, with a completion cost of \$465 million;

- a wide variety of public transportation projects ranging from construction of major facilities to large equipment purchases with about \$230

... the value of all work under way ... or authorized ... was \$5.35 billion on November 15.





Contractors install support beams a few months before the October opening of the final, 13-mile long section of Route 55. The freeway now extends 40 miles from Maurice River Township, Cumberland County, to Route 42 in Deptford, Gloucester County.

million worth to complete.

Federal aid is a major component of the capital program. As of November 1, the NJDOT was managing 1,301 active federal projects with an original federal share of \$3.1 billion of which \$816 million remains to be invoiced as work is performed.

The New Jersey Transportation Trust Fund provides all state monies for the capital program. That amount is currently limited to \$365 million annually. Federal aid is provided by congressional authorization under the Surface Transportation and Uniform Relocation Assistance Act. Most federal aid is based on apportionment formulas. The federal limit for New Jersey in the current federal fiscal year is about \$354 million.

While many of these projects have been in the works for years, they also must meet the goals the Department has set for the coming decades, especially integrating transportation development within land use plans, reducing congestion

and promoting mobility through better system management.

The highlight of the year was opening the final 13 miles of the **Route 55 freeway** in Gloucester County in October. With the completion of this \$123-million link, the freeway now extends 40 miles from Maurice River Township, Cumberland County, to Route 42 in Deptford.

Governor Thomas H. Kean had called this project one of the highest priorities of his administration. State funding was provided by the New Jersey Transportation Trust Fund.

The final section involved four separate contracts to build four 12-foot travel lanes with shoulders and median. A portion of the freeway was designed to include an enlarged 147-foot median for possible future expansion of the PATCO high speed line to the Pitman-Glassboro area.

NJDOT completed construction on the last five miles of **I-78** from the Delaware River

to the Still Valley interchange in Pohatcong, Warren County, at a cost of more than \$65 million. The roadway opened in November when Pennsylvania completed work on the new Delaware River Joint Toll Bridge Commission bridge over the Delaware and work on I-78 on the Pennsylvania side of the river.

In New Jersey, I-78 now extends 67 miles from the Holland Tunnel to the new Delaware River bridge. As a result, congestion should be eased on Route 22. Traffic that once clogged Phillipsburg and Lopatcong now flows on the interstate.

The I-78 project was not without incident. Following heavy rains, a large sinkhole appeared on the unopened section through Pohatcong. Using the latest technological equipment, other sinkholes were discovered in the limestone beneath the riding surface. The contractor and NJDOT maintenance crews, engineers and geotechnical staff joined in a major effort to

Projects must meet Department goals such as reducing congestion ...through better system management.

repair the interstate in time for its scheduled opening.

Construction of a 2.4-mile section of I-287 from north of the Ramapo River in Oakland and Franklin Township to Franklin Avenue in Franklin Lakes, Bergen County, began in February. The \$44.9-million project is one of more than a dozen contracts which will extend the interstate 19.1 miles from its current terminus in Montville to the New York State line. When completed, I-287 will relieve congestion on local roads in the densely populated North Jersey-New York City area.

A ceremony was held on

September 29 dedicating I-287 as a **Blue Star Memorial Highway**. A marker was unveiled during the ceremony by the Garden Club of New Jersey. The designation of I-287 as a Blue Star Highway is a tribute to the men and women of New Jersey who served in World War II.

The Blue Star Highway concept was created by the New Jersey Legislature in 1948 and has spread across the nation linking dedicated highways in a nationwide memorial. I-287 is the final major highway in New Jersey to be dedicated. Others are Route 22, I-78, I-80 and

portions of I-95 and I-295.

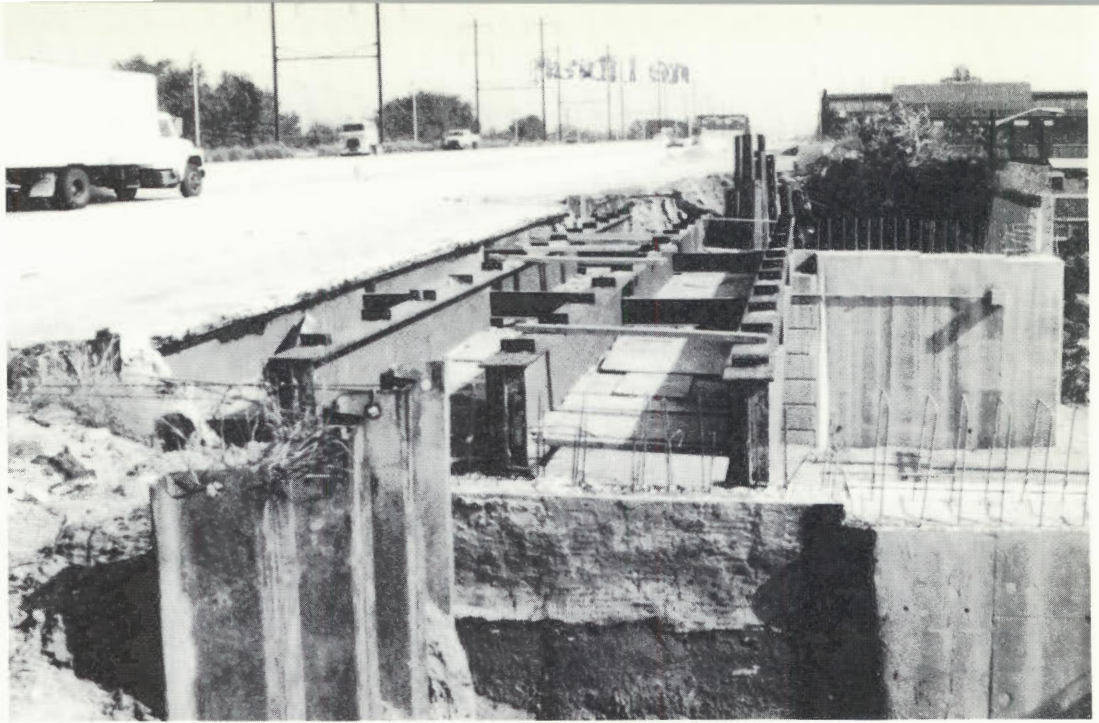
Paterson's central business district will benefit from the construction of the \$26.6-million **Route 19 freeway** and interchange at I-80. A groundbreaking ceremony was held on October 12 to celebrate the beginning of construction of this connector to downtown Paterson.

Construction of the second section of the **Route 517 bypass** in Sparta, Sussex County, began in October. The .6-mile, \$4.1-million project extends from Route 181 to Route 15.


I-78 now extends 67 miles from the Holland Tunnel to the new Delaware River bridge.



Construction crews install drain pipe along one of the last sections of I-287 in Bergen County.



Reconstruction of Routes 1&9 in Essex and Hudson Counties kept one of the state's oldest highways in good condition.



Preserve existing system

In November, voters approved a \$115 million bridge rehabilitation and rail right of way preservation bond issue. State, county and local bridges will share \$90 million of the bond issue.

The remaining \$25 million will be used to acquire key abandoned or unused rail rights of way statewide to preserve the property for possible future transportation use.

The funding provided for state and local bridges in the bridge bond is important to the Department because the Transportation Trust Fund is limited to a constant annual amount that cannot fund all the needed projects.

Preserving the more than

10,000 lane miles of roadway under its jurisdiction and managing it more efficiently will become increasingly central to the Department's mission in the coming years. A larger portion of the funding provided by the New Jersey Transportation Trust Fund will be spent to maintain the integrity of the network, reduce congestion and promote mobility. Several projects illustrate how the Department moved toward these goals in 1989.

A \$34.3-million contract was awarded in June to **widen and resurface I-80** from Route 15 in Wharton to Beaver Brook in Denville, Morris County. The Department engaged in an extensive

ridesharing program, including park and ride facilities, additional public transit service and assistance for commuters and employers to ease congestion when construction began in June.

A ground-breaking ceremony marked the start of improvements on **Route 70** between Massachusetts Avenue and the Garden State Parkway in Dover and Lakewood, Ocean County, in November. This \$16.3-million, 3.4-mile project will add a lane in both directions. The completed road will reduce congestion in northern Ocean County.

A contract was awarded in May for the reconstruction of heavily traveled **Route 17** from the Franklin Turnpike in Ramsey to Linwood Avenue in Ridgewood, Bergen County. Work on the 7.4-mile project includes widening, barrier curb and other safety improvements.

A contract was awarded this fall for \$12.5 million for the **widening and resurfacing** of 4.2 miles of **I-95** in Ewing and Hopewell, Mercer County. When completed, I-95 will consist of six lanes from the Delaware River to its terminus at Federal City Road.

In Ocean County, 6.25-miles of **Route 37** are being dualized

Preserving and managing the more than 10,000 lane miles of roadway under its jurisdiction will become the Department's primary mission in the coming years.

from Route 70 in Manchester to Industrial Way in Dover. The \$33.5-million project includes a 10-foot lane inside the jughandle at Hospital Drive that will permit easier access for emergency vehicles entering Community Memorial Hospital. This lane is the first of its kind in New Jersey.

Fire!

This year, a crisis brought out NJDOT's best in the repair of the fire-damaged Frelinghuysen Avenue bridge on I-78 in Newark, a major artery to New York City and Newark International Airport.

The fire occurred in August in an unlicensed dump beneath

the structure. Temperatures reached 1500° F, buckling the ten-lane bridge and forcing its closure.

NJDOT personnel, contractors, city, county and state officials worked together to reopen the structure as quickly as possible. As a result, two lanes in both directions were opened on the undamaged eastbound side on August 16 and three lanes on the westbound side reopened on November 10. The entire structure was reopened in early December at a total cost of \$6 million for reconstruction.



THE I-78 FIRE: (Clockwise from top left) The extreme heat damaged support beams which caused the bridge deck to fall 10 inches. Engineers and technicians from around the state were called in to inspect the damage. An engineer holds a bearing pin that was displaced in the fire. Traffic flows smoothly through a temporary crossover opened nine days after the fire.



Maintenance Facts

	FY89	Change
Litter pickup, NJDOT	183,000 hours	+21.2%
Litter pickup, inmate program	152,500 hours	+81.5%
Grass mowed by NJDOT crews	29,950 acres	+34.6%
Miscellaneous concrete repairs	5,554 lin. ft.	+29.7%
Access permit applications received	4,800	+5.1%
Access permit applications issued	4,148	+1.7%

LEFT: A Thanksgiving snowstorm kept Department maintenance crews plowing and salting throughout much of the holiday.

The NJDOT preserves and maintains more than just roads in the course of its work.

The NJDOT gave the public a chance to join the Department's archaeological recovery effort at the Hopper House in Fair Lawn in August.

Located just east of Route 208, the site was first identified by the Department during a 1985 cultural resource study related to intersection improvements in the vicinity. The study yielded numerous archaeological deposits from the mid-1800s and the Office of New Jersey Heritage subsequently determined that the site was eligible for inclusion on the National Register of Historic Places.

The five-week, \$90,000 project was excavated by an archaeological consultant under the supervision of the NJDOT's cultural resource group.

Archaeologists uncovered the foundations of a wing of the house that was destroyed by fire in the 1880s and of another building which may have belonged to an earlier era. Among artifacts recovered were fancy ceramics, clay smoking pipes, marbles and architectural materials.

The site was the farmstead of the Henry A. Hopper family which figured prominently in

both Bergen County and state history and politics in the 1800s. The farm was the site of a successful truck farm business until the mid-1950s.

Materials recovered through this effort were turned over to the State Museum for cataloging and display.

Department archaeologists found many 19th century artifacts at the Hopper House in Fair Lawn.

The NJDOT gave the public a chance to join its archaeological recovery effort at the Hopper House in Fair Lawn.



Safety

Safety continued to be an NJDOT priority in 1989.

The winter of 1988-89 produced 12.5 inches of snow resulting in 45 calls for NJDOT and contractor crews to combat ice and poor driving conditions. The total cost of snow and ice removal for this period reached \$8.5 million.

To hone the skills of the Department's snowplow operators and call attention to safety, the Department held its first **Snowplow Rodeo** competition this year. More than 125 contestants completed a written test, inspected equipment and drove an obstacle course that simulated plowing conditions. Contestants received points for their knowledge, skill and attention to safety. The Rodeo also ensured equipment readiness for the winter season.

Competitions were held in each region. The top finishers vied in statewide finals held in Lawrenceville.

NJDOT produced a public-private work zone safety campaign entitled "Give Us A Brake." The campaign asked motorists to slow down in highway work zones.

Department officials and representatives from the NJ Utilities Association and the NJ Association of General Contractors participated in a July ceremony at the State House to kick off the campaign. Governor Thomas H. Kean also declared July "Work Zone Safety Month."

Chevron panels displaying the campaign's logo will be placed on the tailgates of the Department's 600 dump trucks. The black and orange signs also will be included in maintenance and construction safety set-ups. Several utilities included information on the campaign in their summer billings.

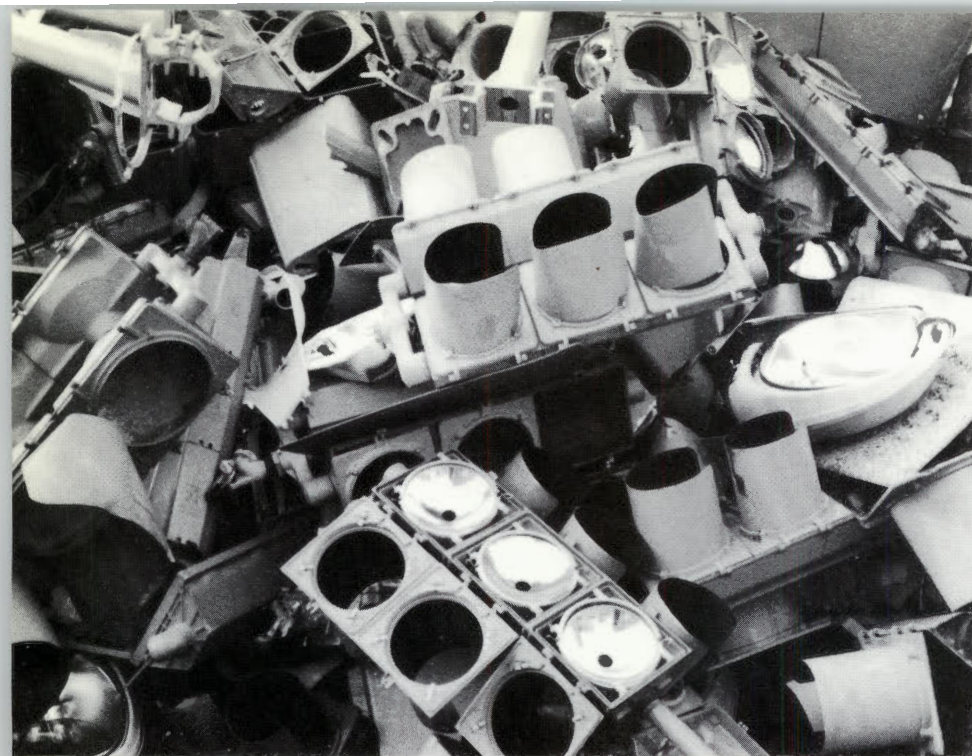
The Department also developed a ten-minute video to train employees in uniform, safe **flagging** and traffic control techniques.



The NJDOT produced a public-private work zone safety campaign called 'Give Us A Brake,' asking motorists to slow down in work zones.

TOP: The Department produced a safe flagging training video for employees.

BOTTOM: The "Give Us A Brake" work zone safety program was kicked off at a June State House ceremony.



Recycling scrap metals, like these stored at NJDOT's Fernwood Yard, reduces disposal costs and recovers tax dollars.

The NJDOT became the first transportation department in the nation to develop a sophisticated investment recovery program.

Recycling proves cost-effective

This year the Department initiated two projects with the twin goals of cost reduction and recycling.

A regional maintenance engineer designed a recycling bin for NJDOT trucks which has been in use since the spring. The specially-fitted trucks enable litter crews to pick up trash and sort it on the spot rather than dealing with the same trash a second time at the maintenance yard. There is one compartment each for glass and aluminum and one for paper and plastic. Plans are under way to construct a larger bin with a hydraulic dumping mechanism and additional compartments.

The Department became the first state agency in the country to develop a sophisticated investment recovery/recycling program. Materials previously landfilled are now sold to recyclers generating income for the state.

In 1989 the Department sold

650 tons of scrap iron and steel, 50 tons of aluminum and 12 tons of copper wire generating over \$100,000 for the state.

New system monitors wear

The NJDOT explores many avenues — new techniques, equipment, training — to find ways to maintain its transportation network.

To monitor wear and tear on state highways and bridges, the Department acquired a new portable system this year that provides accurate, high-volume vehicle weight measurements. The \$150,000 "weigh-in-motion" system uses sensitive electronic equipment to measure the number and weight of axles while the vehicle is moving along a roadway.

Women's Task Force reports gains

Former Commissioner Hazel Frank Gluck convened the Women in Construction Task Force in 1987 to determine why women were under-represented in New Jersey's road and bridge building jobs.

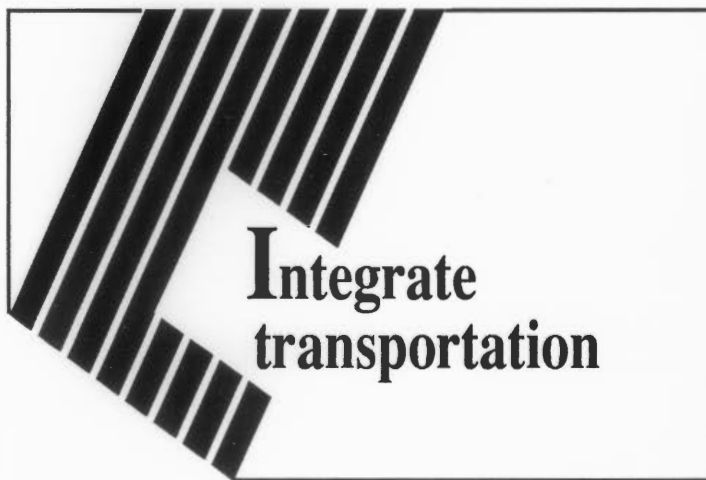
After almost two years of work, the task force reported the following accomplishments: vocational training programs in six counties, seed money and contractor commitment for an NJ Institute of Technology career program and increased female participation in NJDOT highway construction from two to eight percent.

Seminars

NJDOT sponsored a series of seminars to help Disadvantaged Business Enterprises prepare to bid on Department contracts. Training was given Department staff concerning compliance with civil rights legislation.



The State Highway Access Management Act strengthens the role of the Department in controlling access to all state highways.



Many steps were taken down different paths this year to increase the integration of all components of the state's transportation network. This integration is critical to a system that functions efficiently and to a healthy economy during the coming decades.

Legislation

Two landmark pieces of legislation were enacted this year, the State Highway Access Management Act and the Transportation Development District Act. Both bills were part of the three-bill New Jersey TRANSPLAN package

introduced in the Legislature in 1986. The third bill, the Municipal-County Planning Partnership Amendments, is still under consideration.

The State Highway Access Management Act strengthens the role of the Department in controlling access to state highways. The bill gives the Department the responsibility and necessary authority to preserve the functional integrity and public purpose of the highways under its jurisdiction.

The bill also enables counties and municipalities to adopt similar access management codes for the roads under their respective jurisdictions.

The Transportation Development District Act provides a mechanism through which counties, municipalities and/or the NJDOT can establish areas within which developers would be equitably assessed for contributions to transportation improvements.

This bill is especially critical for those areas of the state where private development will continue to outpace the ability of the public sector to provide road and public transit needs.

Multi-agency activities

In its five-year plan published this year, the Department reaffirmed its commitment to transportation coordination among state, local and private transportation agencies, independent authorities and commissions to improve both individual mobility and the efficient management of the total system.

The Department played a major role in two long-range multi-agency transportation projects in 1989, the Governor's Mobility Plan and the BiState Forum.

The NJDOT Commissioner

Two landmark pieces of legislation were enacted this year, the State Highway Access Management Act and the Transportation Development District Act.

heads the Mobility Coordinating Committee that oversees the ten-year coordinated delivery of 55 separate projects for the Hudson Waterfront and Hackensack Meadowlands.

The BiState Forum, comprised of the heads of NJDOT, NYDOT, NJ TRANSIT, NYCDOT, Metropolitan Transportation Authority and the PANYNJ, published a Regional Needs Assessment this year. The Forum also worked directly with the US Secretary of Transportation to assist in the development of a national transportation policy.

This was the first full year the NJDOT Commissioner was an official voting member on the boards of the three toll road authorities, a position that

presents opportunities to address firsthand policy and capital planning decisions and their inter-relationships with New Jersey's entire transportation network.

While the New Jersey Turnpike, the Garden State Parkway and the Atlantic City Expressway comprise only one percent of the state's highway mileage, they account for ten percent of the total vehicle miles on the state's most heavily traveled urban corridors.

The Department's Office of Interagency Coordination staff began to meet regularly with the toll road's technical staffs in 1989. For example, NJDOT worked with the Turnpike Authority engineers to stan-

darize review procedures and practices, to advocate increased formal commitments to disadvantaged and small businesses and to continue financial support for TRANSCOM, the northeast New Jersey traffic communications group.

The Office also worked with the New Jersey Expressway Authority to review its five-year capital program.

In the coming year, the Department will increase its activities with the PANYNJ and, as staffing allows, with the remaining ten transportation authorities and commissions.

The BiState Forum... published a Regional Needs Assessment this year.



State and toll roads are often side by side like this juncture of I-287 Route 9 and the Garden State Parkway in Woodbridge. Therefore, coordination between the Department and the independent agencies is critical to efficient and safe movement of traffic.



New Jersey's general aviation airports, including Sky Manor (above) in Pittstown, saw adoption of new safety zone land use regulations in 1989.

In addition to recommending the completion of the few remaining missing links in the state highway system, the Transportation Plan stresses the need to preserve the existing system.

Plans and studies

The Department published the *1989 Transportation Plan*, two volumes describing the Department's policies and programs for the next five years.

Volume One covers transportation concepts, goals and issues. Volume Two contains a project-specific, five-year, short-range plan covering Fiscal Years 1990 through 1994. Volume Two will be updated annually to reflect changes in funding and priorities at the federal, state and local levels.

In addition to recommending completion of the few remaining missing links in the state's

highway system, the *1989 Transportation Plan* stresses the need to plan for preservation of the existing system. The *1989 Plan* extends beyond the 1991 expiration of the current federal Surface Transportation and Uniform Relocation Assistance Act, after which sources and amounts of federal funding for highway and public transit improvements may be radically altered.

This year the Department also published *Managing Transportation in Your Community*, a handbook designed especially for use by municipal planning boards.

With growth and transportation issues becoming increasingly important, individuals

responsible for local planning, regardless of their training or expertise, can use the handbook as a framework for land-use decisions.

The handbook was prepared as part of an ongoing dialogue between the Department, local governments and engineers, planners and other professionals who serve local jurisdictions. It offers planning boards a strategy that enables local decision-makers to balance growth and transportation needs at the local level.

Among the topics included in the booklet are zoning, subdivision and site plan ordinances; the development review process; and preparation of master plans that incorporate transportation, as

well as development planning. Standards for site design, lot setbacks, street hierarchies, access control, parking and sidewalks, transportation systems management strategies, traffic demand reduction ordinances and transportation impact analyses as tools to manage land-use changes are simply and clearly illustrated.

In July, the NJDOT briefed state, county and local officials on a draft of the feasibility report on a people mover for Atlantic City. The report, prepared for the Department by the Center for Urban Policy Research at Rutgers University, identified issues and options for further consideration. No final recommendations were included.

The report identified three options for the people mover service and presented capital costs and ridership projections for each, but stressed that there would be no NJDOT or NJ TRANSIT funds available for the implementation of a people

mover in Atlantic City.

The NJDOT will continue to work cooperatively with the Interstate Commerce Commission, the Attorney General's Office, the casino industry, Atlantic City's business community and the public on this topic.

The Department released the final technical report on the **Monmouth/Ocean/Middlesex County Transit Study** this year. The document represents a two-year effort on the part of technical staffs of the NJDOT, NJ TRANSIT and their consultant and the Study's Steering and Advisory Committees, composed of county and local officials, agencies and citizens.

As a result of the study, NJ TRANSIT began an alternatives analysis/draft environmental impact study that provided detailed engineering and documented the social, economic and environmental impacts of developing a new rail service corridor. The cost

of this project in 1987 dollars was estimated at approximately \$120 million.

The Department will continue to stress to the Urban Mass Transportation Administration the importance of the Matawan-Lakewood rail corridor.

The projects funded by the New Jersey Transportation Trust Fund have enabled NJ TRANSIT to provide more than 300,000 daily bus and rail riders with the service they rely upon.

These projects include maintenance of the existing transportation network, purchase of new equipment to serve the growing needs of bus and rail riders and design and engineering for new initiatives to serve riders over the next decade.

Without the trust fund, NJ TRANSIT's capital program would have come to a virtual halt in Fiscal Year 1989. Instead, thanks to the 1988

***... the NJDOT
briefed state,
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of the feasibility
report on a people
mover for
Atlantic City.***



Increasing rail ridership could ease pressure on already overcrowded state highways.

In Fiscal Year 1989, NJ TRANSIT received \$71.5 million in Trust Fund monies that generated \$110 million in additional federal grants.



Improvements to bus and rail stations such as the Camden Transportation Center were accomplished through the Transportation Trust Fund.

renewal of the Fund, many improvements have been able to move ahead.

In Fiscal Year 1989, NJ TRANSIT received \$71.5 million in Trust Fund monies that generated \$110 million in additional federal grants. This brings to \$343.9 million the amount NJ TRANSIT has received from the Trust Fund since 1985. These monies, in turn, have generated an additional \$630.2 million from the federal government to upgrade the statewide transit system.

NJ TRANSIT used Trust Fund monies in Fiscal Year 1989 as a local match to enter into contracts for these rail improvements:

- \$99 million to overhaul the first 100 of 230 Arrow III rail passenger cars;
- \$52 million to purchase 50 push-pull coaches;
- \$65 million to buy 15 electric locomotives.

Trust fund dollars were also matched with other monies to purchase special vehicles for senior citizens and disabled commuters, provide funding for the construction of the Newark bus complex and improvements at the Trenton rail station, rehabilitate track statewide, improve signals on the Bergen County line, and rehabilitate bridges.

Trust Fund money also financed NJ TRANSIT's "mini-gang" program in 1989.

This crew of talented construction workers visits NJ TRANSIT stations to make small necessary repairs. These timely minor repairs frequently eliminate the need for major rehabilitation that results from irregular maintenance.

Increased use of public transportation is critical to New Jersey's twin goals for the 1990s: reducing congestion and improving air quality.

Reduce congestion

emissions, the NJDOT has also developed an aggressive program to foster the creation of **transportation management associations (TMAs)**. TMAs are regional non-profit organizations that encourage and facilitate the organization of car- and vanpools and promote employer-based ridesharing programs. New Jersey has the only state-sponsored TMA program in the country.

With budget constraints a reality, measures to counter congestion must be increasingly innovative and involve the entire community. The ridesharing programs the Department highlighted in 1989 provide examples of one of the directions it will move

Of all transportation problems, congestion is the one that plagues New Jersey most. The Garden State, although the third smallest in area, has the highest population density and vehicle volume.

Added to this is New Jersey's location in the Northeast Corridor between Boston and Washington, DC, midway between New York City and Philadelphia. The entire region's transportation system is among the nation's oldest and most heavily used.

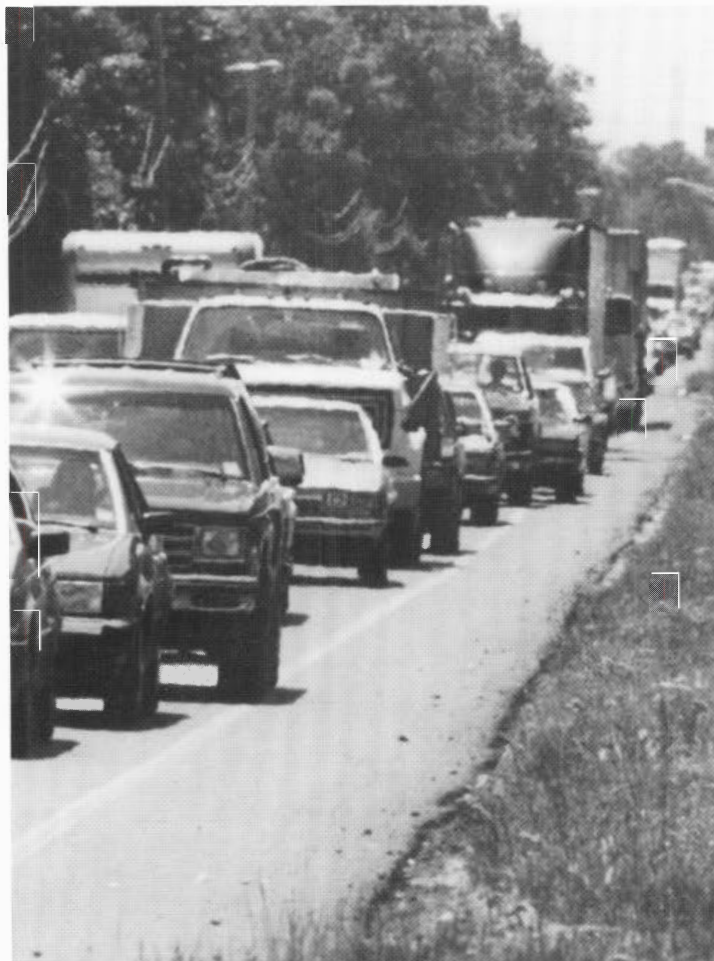
The latest congestion problem the Department has to face is its harmful effect on the environment. This year worldwide attention focused on the "greenhouse effect," the gradual warming of the earth caused by the erosion of the ozone layer of the atmosphere.

Transportation sources now account for 50 to 80 percent of all air pollution. By 1994, the federal Environmental Protection Agency (EPA) expects vehicle emissions to increase for the first time since 1970. Recent EPA surveys indicate that New Jersey's air is among the most polluted in the nation.

Congress is in the process of reauthorizing the Clean Air Act. States like New Jersey, that currently don't meet federal clean air standards, must initiate **state implementation plans (SIPs)** and submit them to the federal government early in the 1990s or risk losing federal highway dollars. The NJDOT has joined the NJ

Department of Environmental Protection in a two-year effort to develop a new SIP for the state.

In an effort to reduce vehicle



Bumper-to-bumper rush hour traffic is a common sight.

The Garden State, although the third smallest in area, has the highest population density and vehicle volume.

in the 1990s.

In 1989, the Department provided over \$506,000 in grants to the TMAs. Grants are authorized only when the TMA has an equal commitment from the private sector and local and/or county governments.

Two new TMAs, Cross County Connection in Burlington County and Monmouth Transportation Management Association in Monmouth County, were incorporated during the year.

With the new TMAs, there are now six in New Jersey. The others are the Greater Princeton TMA in Mercer County, Keep Middlesex Moving in Middlesex County, McRIDES in Morris County and Meadowlink in Bergen County.

Governor Kean once again proclaimed September as "Ridesharing Month" in New Jersey and September 20 as "Ridesharing Day." On this day, the TMAs sponsored special promotional events within their service areas.

As part of the increased effort to promote ridesharing, the Department produced a 30-second radio commercial that ran in September on seven stations in New Jersey, New York and Pennsylvania.

The Department also installed 60 additional "Rideshare Info 1-800-245-POOL" signs, bringing to 80 the number of signs located in 14 counties. NJDOT's commitment to TMAs and other traffic management strategies is demonstrated in Fiscal Year 1990 by a \$3 million capital budget line item provided by the New Jersey Transportation Trust Fund.

The congestion battle will also be attacked through better

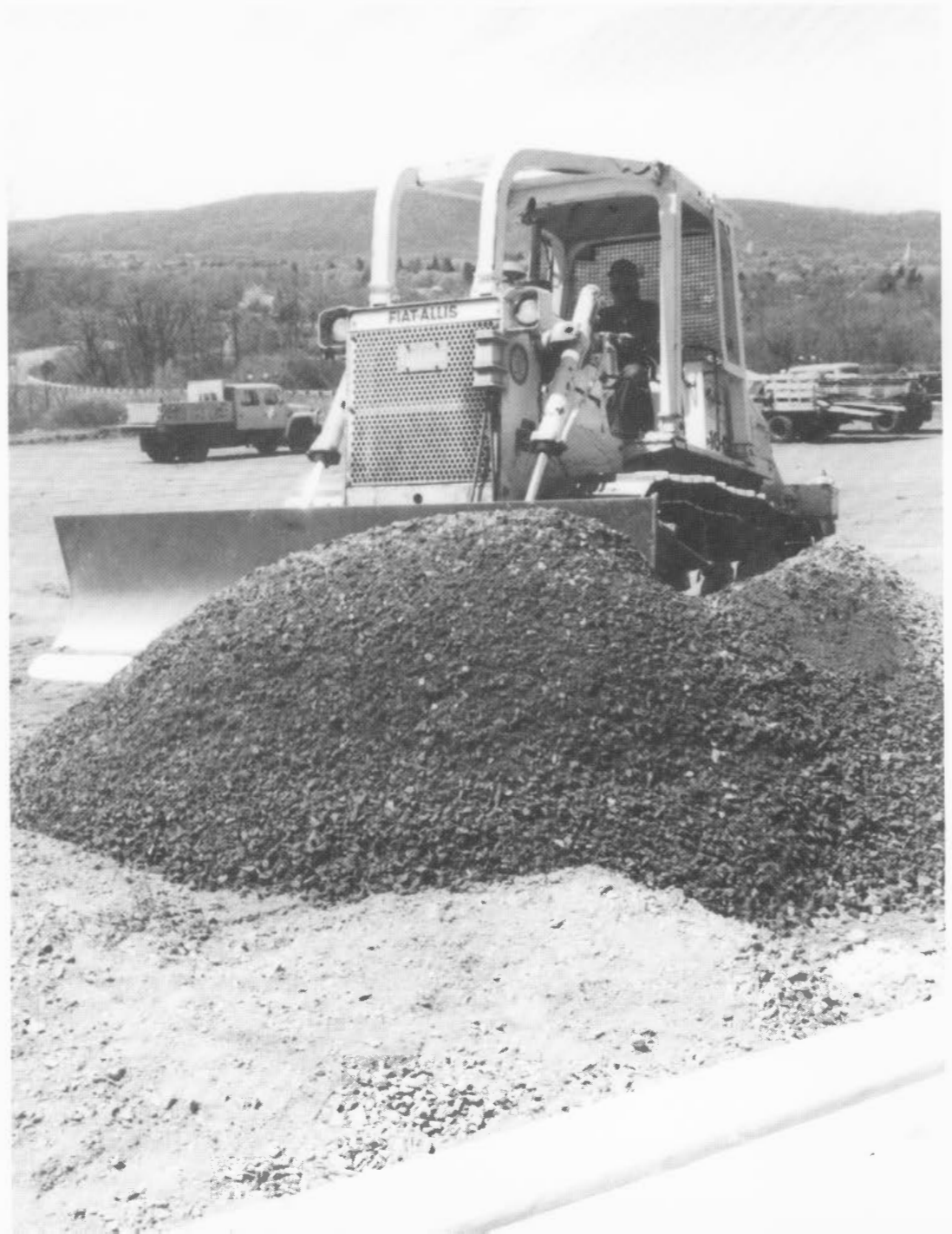
management of the existing system. For example, to increase roadway capacity during morning rush hours, the Department permitted cars to use the northbound shoulder of a two-mile section of Route 1 in West Windsor, Mercer County. The 90-day experimental lane will be evaluated for permanent use pending future Route 1 improvements.

Construction projects through a heavily populated area present special traffic problems. The NJDOT considers traffic mitigation programs an integral part of construction planning. This

year, the Department, with the help of federal funding and the cooperation of McRIDES, developed plans to lessen the inconvenience for motorists during the 4.2-mile I-80 project in Wharton and Denville.

Mitigation efforts included ridesharing and public transportation promotions. Two new park and ride lots were built, a 50-space lot in Sussex County, and a 100-space lot in Morris County. The Department also leased a 150-space lot at the Ledgewood Circle Mall in Morris County as part of the mitigation effort.

The congestion battle will also be attacked through better management of the existing system.



Construction on the Route 46 park and ride lot near I-80 in Morris county was started during the summer. The lot provides eastbound commuters with ridesharing opportunities.

People

In the final analysis it is people who will solve the transportation problems of the 1990s.

In 1989, the Department continued to maximize the contributions of its most precious resource, its employees, through educational programs that ranged from basic skills and literacy to New Jersey Institute of Technology graduate courses.

The Department moved to train employees who have special expertise to educate others. This approach was used to update employee skills in personal computers, literacy, affirmative action and soil

erosion and sediment control. In this last area, the "trainers," members of the Department's landscape architecture staff, instructed more than 500 fellow employees in the new soil standards.

This year NJDOT continued its affirmative action training and provided more than half of its 5,500 employees with an AIDS awareness program. The remainder will be scheduled for training in 1990.

More than a hundred employees enrolled in the ongoing certified public managers training and took college level courses under the tuition aid program. Dozens of others attended support services seminars and emo-

tional support groups.

Employees who use hazardous materials—pesticides, for example—participated in safety and licensing sessions. Others who specialize in environmental work took part in a variety of seminars, ranging from health risks to waste minimization and fresh water protection.

Valuable on-the-job experiences broadened the professional range of still other NJDOTers. Many employees in construction, maintenance and design were especially enthusiastic about mobility assignments in 1989. They did related work for six months or longer, enabling them to see projects from another perspec-

In 1989, the Department continued to maximize the contributions of its most precious resource, its employees, through educational programs ...



The Department revamped its Introduction to Maintenance Fundamentals course this year. Over 130 employees took the training to help them perform their duties safely and efficiently.



This year entry-level assistant engineers received cross-training.

Mobility assignments broadened employees' professional experiences by assigning them to related work for six months or more.

tive, thus enhancing their professional expertise.

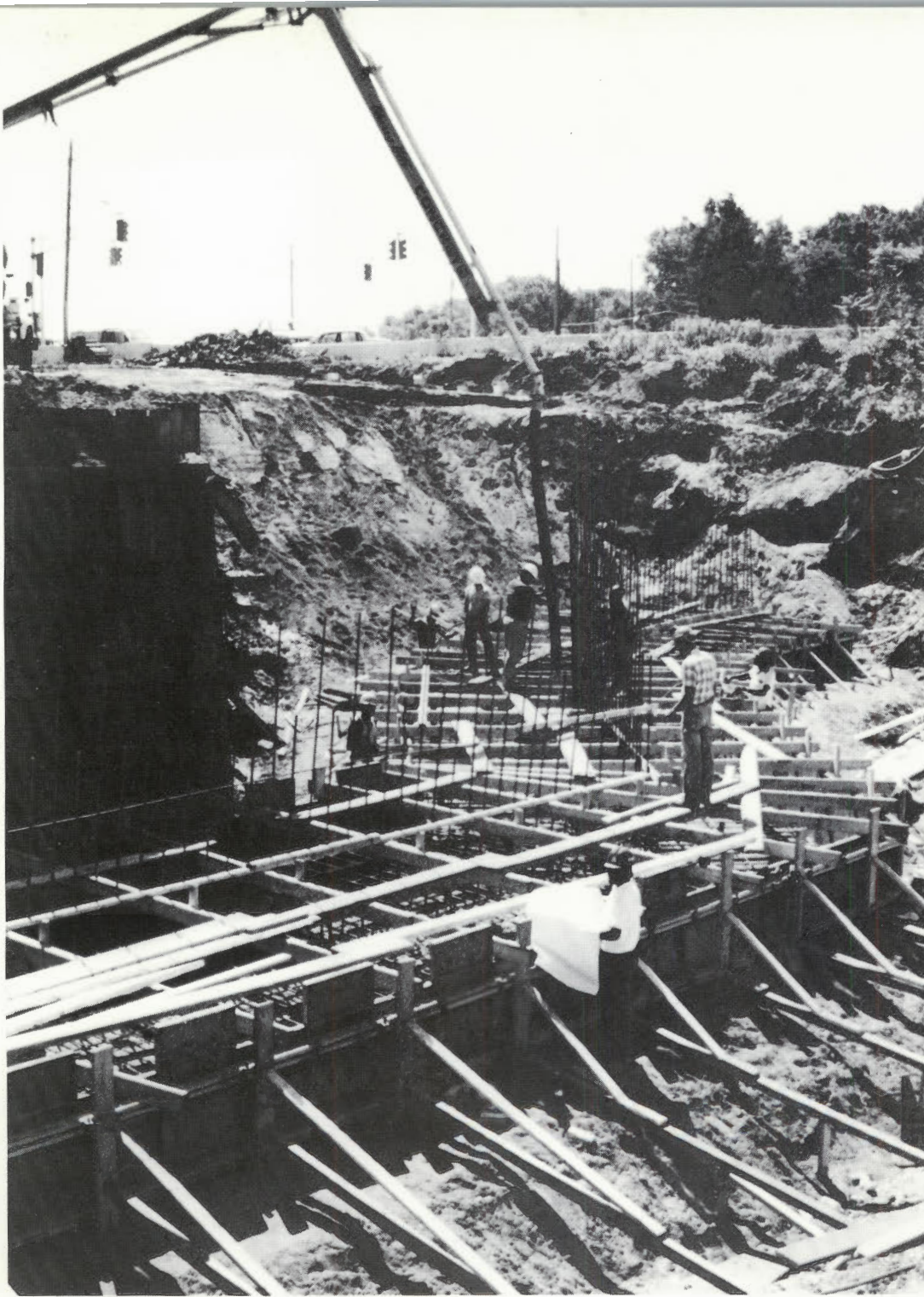
This year entry-level assistant engineers received cross-training. They each worked in more than a dozen different office and field locations so they could understand the many aspects

of a project and meet future colleagues prior to starting their permanent assignments.

NJDOT revamped its Introduction to Maintenance Fundamentals course this year for more than 130 new employees to prepare them to perform their duties more

effectively. Maintenance crew supervisors had their skills assessed in another program. The results will determine future training needs.

The Federal Highway Administration conducted ridesharing training for Department and TMA staffs.



The dualization of Route 38, Burlington County, including the construction of this bridge abutment, is one of the many capital improvement projects made possible by the Transportation Trust Fund.

New Jersey Transportation Trust Fund Authority

The New Jersey Transportation Trust Fund Authority, created in 1984, is the sole source of state funding for capital construction for the Department of Transportation and NJ TRANSIT, the statewide public transit agency.

The five members of the New Jersey Transportation Trust Fund Authority authorize the sale of short-term revenue bonds to finance capital construction projects. Three are public members, and two, the State Treasurer and the Commissioner of Transportation, serve *ex officio*.

These bond sales, combined with federal monies and funds from the Port Authority of New York and New Jersey, the three toll road authorities, heavy truck registration fees and a portion of the state motor fuels tax, fund the Department's and NJ TRANSIT's annual construction programs.

The combined New Jersey Department of Transportation and New Jersey Transportation Trust Fund Authority 1989 Annual Reports were designed and written by employees of the New Jersey Department of Transportation. The NJDOT Print Shop printed both the narrative and financial pages. Photography was done by Department and NJ TRANSIT employees and members of the New Jersey State Photo Unit.

NJ Transportation Trust Fund Authority

1989 Annual Report





Dear Governor Florio:

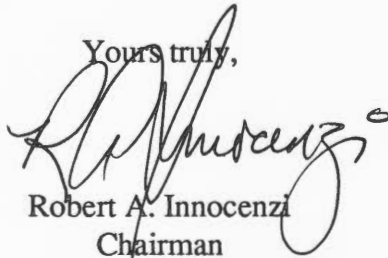
This year the Transportation Trust Fund Authority Annual Report reflects the NJDOT's continuing commitment to provide New Jerseyans with a safe and efficient transportation network.

We began needed improvements to the highway system — widening of I-95 and I-80, dualization of Route 70, construction of the Route 19 connector, bridge repairs and road resurfacing state-wide. We celebrated the completion of critical projects like Route 55 and I-78. We continued to fill in the few remaining gaps in the system with additional contracts on I-287, Route 517 and Route 169.

NJ TRANSIT used Trust Fund monies to maintain service to its 300,000 daily bus and train riders. Long-awaited projects, including the overhaul of the 230 Arrow III rail passenger cars, purchase of 50 push-pull coaches and 15 electric locomotives, were completed.

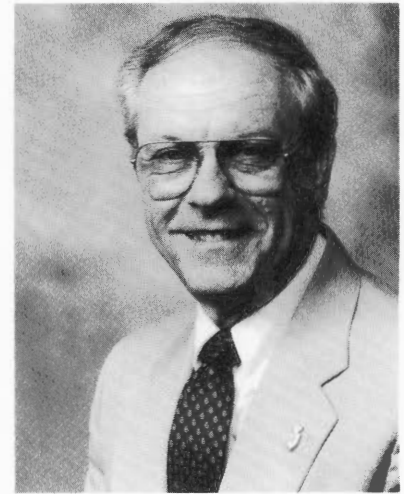
The role of the Trust Fund Authority in these projects is a major one, for without it few of these projects could have been funded. Thanks to the Trust Fund, we will enter the '90s with renewed optimism and vigor.

Yours truly,



Robert A. Innocenzi
Chairman

New Jersey Transportation Trust Fund Authority



Robert A. Innocenzi
Authority Chairman



Feather O'Connor
State Treasurer



Carmine R. Alampi
Member



Bruce G. Coe
Member



Sandra M. Allen, Secretary; Robert F. Lurie,
Treasurer and Alvin R. Little, Executive Director
of the Transportation Trust Fund

Audited Combined Financial Statements and Supplementary Information

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

June 30, 1989

Audited Combined Financial Statements

Report of Independent Auditors	1
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REPORT OF INDEPENDENT AUDITORS

The Honorable Members of New Jersey
Transportation Trust Fund Authority

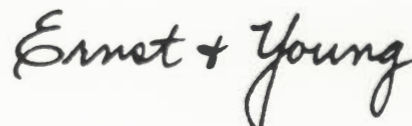
We have audited the accompanying component unit combined financial statements of the New Jersey Transportation Trust Fund Authority as of and for the fiscal year ended June 30, 1989, as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our 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. 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 disclosures in the financial statements. An audit also includes assessing the accounting 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.

In our opinion, the 1989 component unit combined financial statements referred to above present fairly, in all material respects, the financial position of the New Jersey Transportation Trust Fund Authority at June 30, 1989, and the results of its operations and the changes in fund balances for the fiscal year then ended in conformity with generally accepted accounting principles.

Our audit was made for the purpose of forming an opinion on the component unit combined financial statements taken as a whole. The supplementary information included in the schedule of cash receipts and disbursements and the schedule of investments is presented for purposes of additional analysis and is not required for a fair presentation of the combined financial statements of the New Jersey Transportation Trust Fund Authority. Such information has been subjected to the auditing procedures applied in our audit of the component unit combined financial statements and, in our opinion, is fairly stated in all material respects to the component unit combined financial statements taken as a whole.

Princeton, New Jersey
October 13, 1989

The logo for Ernst & Young, featuring the company name in a stylized, cursive script font.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
 COMBINED BALANCE SHEETS

June 30, 1989 (with comparative total memorandum figures for 1988)

	Special Revenue Funds			Total	Debt Service	Account Group	Total (Memorandum Only)	
	Revenue	Authority Reserve	Transportation Improvement			General Bonds	1989	1988
ASSETS								
Accounts receivable - State of New Jersey	\$39,250,000			\$39,250,000			\$39,250,000	\$28,375,000
Investments--Note B		\$247,891	\$456,033,863	456,281,754	\$31,514,987		487,796,741	427,454,465
Accrued interest receivable--Note B			3,298,676	3,298,676	174,328		3,473,004	901,770
Interfund receivable		112,529	21,364,729	21,477,258	17,772,742		39,250,000	28,375,000
Amount available for retirement of bonds--Note C				—		\$37,350,000	37,350,000	35,660,000
Amount to be provided for retirement of bonds--Note C				—		244,895,000	244,895,000	273,245,000
TOTAL ASSETS	<u>\$39,250,000</u>	<u>\$360,420</u>	<u>\$480,697,268</u>	<u>\$520,307,688</u>	<u>\$49,462,057</u>	<u>\$282,245,000</u>	<u>\$852,014,745</u>	<u>\$794,011,235</u>
LIABILITIES								
Vouchers payable		\$112,529		\$ 112,529			\$112,529	\$299,325
Interfund payable	\$39,250,000			39,250,000			39,250,000	28,375,000
Arbitrage rebate accrual			\$2,024,083	2,024,083			2,024,083	—
Transportation system bonds payable--Note C				—		\$282,245,000	\$282,245,000	\$308,905,000
TOTAL LIABILITIES	<u>39,250,000</u>	<u>112,529</u>	<u>2,024,083</u>	<u>\$41,386,612</u>		<u>282,245,000</u>	<u>\$323,631,612</u>	<u>\$337,579,325</u>
FUND BALANCES								
Reserved for debt service requirements--Note C				—	\$23,017,057		\$23,017,057	\$24,114,095
Reserved for debt service reserve requirements--Note C				—	26,445,000		26,445,000	26,445,000
Reserved for payment of state transportation system costs			478,673,185	\$478,673,185			478,673,185	405,573,236
Unreserved - designated for operating expenses		247,891		247,891			247,891	299,579
TOTAL FUND BALANCES		<u>247,891</u>	<u>478,673,185</u>	<u>478,921,076</u>	<u>\$49,462,057</u>		<u>528,383,133</u>	<u>456,431,910</u>
TOTAL LIABILITIES AND FUND BALANCES	<u>\$39,250,000</u>	<u>\$360,420</u>	<u>\$480,697,268</u>	<u>\$520,307,688</u>	<u>\$49,462,057</u>	<u>\$282,245,000</u>	<u>\$852,014,745</u>	<u>\$794,011,235</u>

See notes to combined financial statements.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

COMBINED STATEMENTS OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

Year Ended June 30, 1989

(with comparative total memorandum figures for 1988)

	Special Revenue Funds			Total	Debt Service	Total (Memorandum Only)	
	Revenue	Authority Reserve	Transportation Improvement			1989	1988
REVENUES--Notes C and D							
Motor fuel taxes	\$276,500,000			\$276,500,000		\$276,500,000	\$146,000,000
Commercial vehicle fees and taxes	30,000,000			30,000,000		30,000,000	30,000,000
Toll road authorities	24,500,000			24,500,000		24,500,000	25,000,000
Interest income--Note B		\$22,776	\$35,359,024	35,381,800	\$3,903,127	39,284,927	27,726,875
Gain on sale of investments							547,409
	<u>331,000,000</u>	<u>22,776</u>	<u>35,359,024</u>	<u>366,381,800</u>	<u>3,903,127</u>	<u>370,284,927</u>	<u>229,274,284</u>
OTHER FINANCING SOURCES							
Proceeds of 1988 Series A Bonds, less underwriters' discount of \$687,500--Notes C and D							124,312,500
Operating transfers in		182,723	289,765,008	289,947,731	41,052,269	331,000,000	201,000,000
TOTAL REVENUES AND OTHER SOURCES	<u>331,000,000</u>	<u>205,499</u>	<u>325,124,032</u>	<u>656,329,531</u>	<u>44,955,396</u>	<u>701,284,927</u>	<u>554,586,784</u>
EXPENDITURES							
Operating expenditures		257,187		257,187		257,187	124,129
Financing costs--Note C							301,002
Bond interest expenditures--Note C					19,392,434	19,392,434	11,620,140
State transportation costs			250,000,000	250,000,000		250,000,000	220,000,000
Principal retirement of bonds payable--Note C					26,660,000	26,660,000	21,205,000
Arbitrage rebate			2,024,083	2,024,083		2,024,083	
		257,187	252,024,083	252,281,270	46,052,434	298,333,704	253,250,271
OTHER FINANCING USES							
Advance refunding of 1985 Series A Bonds							49,055,075
Operating transfers out	331,000,000			331,000,000		331,000,000	201,000,000
TOTAL EXPENDITURES AND OTHER USES	<u>331,000,000</u>	<u>257,187</u>	<u>252,024,083</u>	<u>583,281,270</u>	<u>46,052,434</u>	<u>629,333,704</u>	<u>503,305,346</u>
EXCESS OF REVENUES OVER EXPENDITURES (EXPENDITURES OVER REVENUES)	-	(51,688)	73,099,949	73,048,261	(1,097,038)	71,951,223	51,281,438
Fund balance at beginning of year		299,579	405,573,236	405,872,815	50,559,095	456,431,910	405,150,472
FUND BALANCE AT END OF YEAR	<u>\$ -</u>	<u>\$247,891</u>	<u>\$478,673,185</u>	<u>\$478,921,076</u>	<u>\$49,462,057</u>	<u>\$528,383,133</u>	<u>\$456,431,910</u>

See notes to combined financial statements.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

NOTES TO COMBINED FINANCIAL STATEMENTS

June 30, 1989

NOTE A — SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

New Jersey Transportation Trust Fund Authority (the Authority) is a public body constituted as an instrumentality of the State of New Jersey, organized and existing under and pursuant to the New Jersey Transportation Trust Fund Authority Act of 1984 (the Act) to provide the payment for and financing of all, or a portion of, the costs incurred by the Department of Transportation for planning, acquisition, engineering, construction, reconstruction, repair and rehabilitation of the State's transportation system. Pursuant to the Act, the Authority may issue its bonds to provide the payment for and financing of all or a portion of the State's share of the costs of such programs to the extent that State appropriations to the Authority and other available Authority revenues in each fiscal year are insufficient to fund such costs. The Act currently provides that the aggregate principal amount of bonds, notes or other obligations, including subordinated indebtedness of the Authority, may not exceed \$1,700,000,000.

The Authority is considered a component unit of the State of New Jersey and is included in the general purpose financial statements of the State.

The accounting policies of the Authority conform with generally accepted accounting principles as applicable to governmental units. The following is a summary of the more significant policies:

Basis of Presentation — Fund Accounting: The accounts of the Authority are organized on the basis of funds and account group, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund balance, revenues and expenditures. The various funds are summarized by type in the financial statements. The following fund types and account group are used by the Authority:

Special Revenue Funds—to account for the proceeds of specific revenue sources that are legally reserved for specific purposes.

- The Revenue Fund—to account for the proceeds of specific revenue sources (motor fuel taxes, toll road authority contracts and commercial vehicle fees and taxes) that are legally restricted to expenditure for specific purposes.
- The Authority Reserve Fund—to account for the operating expenditures of the Authority.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

NOTES TO COMBINED FINANCIAL STATEMENTS—Continued

NOTE A — SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES—Continued

- The Transportation Improvement Fund—to account for the accumulation of resources for payment of state transportation system costs.

Debt Service Fund—to account for the accumulation of resources for the next respective succeeding payment of principal and interest on bonds as defined by the Debt Service Requirement.

Account group

Account group is used to establish accounting control and accountability for the Authority's general long-term debt. The General Bonds Account Group accounts for all long-term debt of the Authority.

Basis of Accounting: The modified accrual basis of accounting is followed by the Authority. Under the modified accrual basis of accounting, revenues, including interest income, are recorded when susceptible to accrual (i.e., both measurable and available). Available means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded when the liability is incurred, if measurable. Principal and interest on general long-term debt are recorded as fund liabilities when due.

In applying the susceptible to accrual concept to intergovernmental revenues, the legal and contractual requirements of the numerous individual programs are used as guidance.

Assessments to toll road authorities are recorded as revenues in the year the assessments are levied. Other fees and taxes collected by the State of New Jersey are recorded in accordance with contractual requirements. Installments for assessments and other fees and taxes not yet remitted by the State of New Jersey are recorded as accounts receivable — State of New Jersey.

Investments: Investments are stated at cost plus unamortized premium or less unamortized discount.

Total (Memorandum Only): Total (Memorandum Only) columns contain the totals of the similar accounts of the various funds and account group. Since the assets of the funds are restricted, the combination of the funds and account group, including assets therein, is for convenience only and does not indicate that the combined assets are available for expenditures in any manner other than that provided for in the bond resolution.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

NOTES TO COMBINED FINANCIAL STATEMENTS—Continued

NOTE B — INVESTMENTS

The Authority's investments at June 30, 1989, are as follows:

U.S. Government and Agency obligations	\$281,207,368
State of New Jersey Cash Management Fund	<u>206,589,373</u>
	<u>\$487,796,741</u>

The market value of the Authority's investments at June 30, 1989, was \$491,685,206.

The purchase, sale, receipt of income and other transactions affecting investments are governed by custodial agreements between the Authority through the State Treasurer and custodian banks as agents for the funds. State laws and policies set forth the requirements of such agreements and other particulars as to the size of the custodial institution, amount of the portfolio to be covered by the agreements and other pertinent matters. All investments must conform to standards set by State law.

GASB Statement No. 3 requires disclosure of the level of investment risk assumed by the Authority at June 30, 1989. Category 1 includes investments that are insured or registered or for which the securities are held by the Authority or its agent in the Authority's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the Trust Department or agent in the Authority's name. Category 3 includes uninsured and unregistered investments for which the securities are held by the broker or dealer, or by its trust department or agent but not in the Authority's name. As of June 30, 1989, all investments held by the Authority are classified as Category 1.

Federal securities are maintained at Federal Reserve Banks in Philadelphia and New York through the custodian banks in trust for the Authority. The custodian banks as agents for the Authority maintain internal accounting records identifying the securities maintained by the Federal Reserve Banks and the DTC as securities owned by the Authority.

NOTE C — TRANSPORTATION SYSTEM BONDS PAYABLE

Transportation system bonds payable at June 30, 1989, is composed of the \$200,000,000 1986 Series A Bonds dated December 1, 1986, maturing serially from June 15, 1988, through June 15, 1997, at interest rates ranging from 4.10% to 6.00% and the \$125,000,000 1988 Series A Bonds dated March 1, 1988, maturing serially from June 15, 1989, through June 15, 1998, at interest rates ranging from 4.90% to 6.90%.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

NOTES TO COMBINED FINANCIAL STATEMENTS—Continued

Note C -- TRANSPORTATION SYSTEM BONDS PAYABLE--Continued

The 1986 Series A Bonds maturing on or after June 15, 1993, are subject to redemption prior to maturity, in whole or in part, at any time after June 15, 1992, at varying premium rates. The 1988 Series A Bonds are not subject to redemption prior to maturity.

One or more series of additional bonds may be issued at any time or from time to time for the purpose of financing the cost of transportation improvements. Pursuant to the New Jersey Transportation Trust Fund Authority Act of 1984, the Authority shall minimize debt incurrence by first relying on appropriations and other revenues before incurring debt to meet its statutory purposes.

The Bonds are primarily secured by payments received or to be received by the Authority from the State of New Jersey as described in Note E.

Annual debt service requirements (principal and interest) to maturity for the transportation system bonds payable as of June 30, 1989, are as follows (in thousands):

	<u>Series A Bonds</u>		<u>Total</u>
	<u>1986</u>	<u>1988</u>	
1990	\$26,443	\$19,591	\$46,034
1991	26,443	19,563	46,006
1992	26,445	19,540	45,985
1993	26,441	19,519	45,960
1994	26,444	19,484	45,928
1995	26,445	19,456	45,901
1996	26,444	10,948	37,392
1997	26,442	10,949	37,391
1998		<u>10,947</u>	<u>10,947</u>
TOTAL DEBT SERVICE	211,547	149,997	361,544
Less interest	<u>44,397</u>	<u>34,902</u>	<u>79,299</u>
TOTAL PRINCIPAL	<u>\$167,150</u>	<u>\$115,095</u>	<u>\$282,245</u>

During the fiscal year ended June 30, 1989, the following changes occurred in the General Bond Account Group (in thousands):

Balance as of beginning of year	\$308,905
Debt retirements	<u>26,660</u>
Balance as of end of year	<u>\$282,245</u>

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

NOTES TO COMBINED FINANCIAL STATEMENTS—Continued

NOTE D — DEFEASANCE OF 1985 SERIES A BONDS

Pursuant to an Escrow Deposit Agreement dated March 1, 1988, the Authority deposited \$34,907,500 of the proceeds of the 1988 Series A Bonds and an additional \$14,147,575 of debt service fund investments to advance refund \$46,670,000 of outstanding 1985 Series A Bonds with an average interest rate of 7.77%. All funds so deposited were used to purchase U.S. Government securities which were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments on the 1985 Series A Bonds. As a result, the 1985 Series A Bonds are considered defeased and the liability for those bonds of \$41,265,000 as of June 30, 1989, has been removed from the General Bonds Account Group.

This advance refunding will reduce the Authority's future debt service payments, which would have otherwise been payable under the old bond, by \$4,280 over the next five years. However, the primary objective of the advance refunding was to release the \$9,730,000 debt service reserve requirement for the 1985 Series A Bonds thereby making those funds available for transportation projects. Accordingly, the Authority incurred an accounting loss of \$2,385,075, which is included in the combined statements of revenues, expenditures and changes in fund balances as "other financing uses—payment for advance refunding 1985 Series A Bond," and sustained an economic gain (difference between the present value of the old debt service payments and the new debt service payments) of \$729,486 as a result of the transaction.

NOTE E — REVENUE CONTRACTS

Pursuant to a contract signed with the State of New Jersey, the Authority will receive revenues during the fiscal year ending June 30, 1990, from State appropriations, which are funded from assessments to toll road authorities, commercial vehicle fees and motor fuel taxes, pursuant to Article VIII, Section 2 of the State Constitution. Revenues in the amount of \$331,000,000 have been appropriated by the State to the Authority for the fiscal year ending June 30, 1990.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS

Year Ended June 30, 1989

Schedule 1

	Special Revenue Funds			Total	Debt Service Fund	Total (Memorandum Only)
	Revenue Fund	Authority Reserve Fund	Transportation Improvement Fund			
Cash balances at June 30, 1988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Receipts						
Motor fuel taxes	265,625,000			265,625,000		265,625,000
Commercial vehicle fees and taxes	30,000,000			30,000,000		30,000,000
Toll road authorities	24,500,000			24,500,000		24,500,000
Net interest income		22,776	32,787,790	32,810,566	3,903,127	36,713,693
Sale of long-term investments			145,000,000	145,000,000		145,000,000
Sale of Cash Management Fund investment--net		51,688	150,013,266	150,064,954	1,684,265	151,749,219
Operating transfers in		<u>114,259</u>	<u>279,505,308</u>	<u>279,619,567</u>	<u>40,505,433</u>	<u>320,125,000</u>
	<u>320,125,000</u>	<u>188,723</u>	<u>607,306,364</u>	<u>927,620,087</u>	<u>46,092,825</u>	<u>973,712,912</u>
Disbursements:						
Operating expenditures		188,723		188,723		188,723
Bond interest expenditures					19,432,825	19,432,825
State transportation costs			250,000,000	250,000,000		250,000,000
Principal retirement of bonds payable					26,660,000	26,660,000
Purchase of long-term investments (including net accrued interest)			357,306,364	357,306,364		357,306,364
Operating transfers out	<u>320,125,000</u>			<u>320,125,000</u>		<u>320,125,000</u>
	<u>320,125,000</u>	<u>188,723</u>	<u>607,306,364</u>	<u>927,620,087</u>	<u>46,092,825</u>	<u>973,712,912</u>
Cash balances at June 30, 1989	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

SCHEDULE OF INVESTMENTS

June 30, 1989

	<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Cost</u>	<u>Market Value</u>
Authority Reserve Fund:				
State of New Jersey Cash Management Fund	Various	Various	\$247,891	\$247,891
Transportation Improvement Fund:				
State of New Jersey Cash Management Fund	Various	Various	200,437,468	200,437,468
Federal Farm Credit Bank Bonds, \$6,745,000 par value	9.600%	March 1, 1990	6,736,390	6,780,816
Federal Farm Credit Bank Bonds, \$1,085,000 par value	10.250%	April 2, 1990	1,085,000	1,096,534
U.S. Treasury Bonds, \$4,175,000 par value	8.250%	May 15, 1990	4,131,081	4,177,630
Federal Home Loan Bank Bonds, \$8,415,000 par value	8.250%	May 25, 1990	8,289,566	8,386,052
Federal Home Loan Bank Bonds, \$5,000,000 par value	9.500%	June 25, 1990	4,986,568	5,038,673
Federal Home Loan Bank Bonds, \$27,755,000 par value	9.500%	June 25, 1990	27,693,259	27,982,626
Federal Farm Credit Bank Bonds, \$770,000 par value	9.550%	July 23, 1990	767,931	777,700
U.S. Treasury Notes, \$5,435,000 par value	7.875%	Aug. 15, 1990	5,325,036	5,407,825
Federal Home Loan Bank Bonds, \$10,925,000 par value	8.100%	Aug. 27, 1990	10,693,689	10,866,988
Federal Home Loan Bank Bonds, \$17,020,000 par value	8.875%	Sept. 25, 1990	16,823,751	17,078,549
Federal Farm Credit Bank Bonds, \$2,920,000 par value	10.600%	Oct. 22, 1990	2,936,864	2,996,650
Federal Home Loan Bank Bonds, \$12,195,000 par value	8.400%	Nov. 26, 1990	11,946,355	12,164,513

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

SCHEDULE OF INVESTMENTS—Continued

June 30, 1989

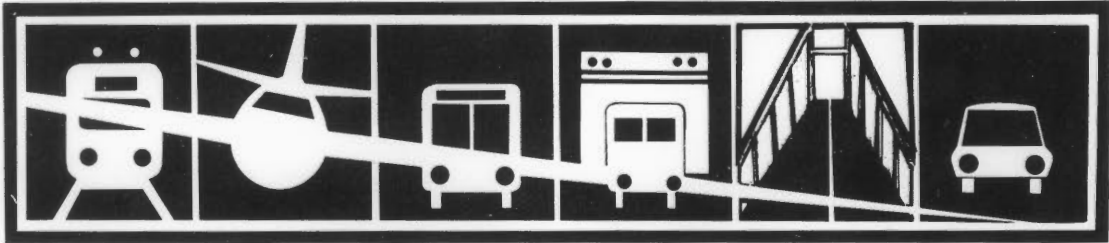
	Interest Rate	Maturity Date	Cost	Market Value
U.S. Treasury Notes, \$6,020,000 par value	8.875%	Nov. 30, 1990	5,963,274	6,068,943
Federal Home Loan Bank Bonds, \$10,000,000 par value	8.700%	Dec. 26, 1990	9,836,840	10,009,400
U.S. Treasury Notes, \$13,445,000 par value	9.125%	Dec. 31, 1990	13,369,914	13,554,869
U.S. Treasury Notes, \$17,225,000 par value	9.125%	Dec. 31, 1990	17,250,313	17,488,948
Federal Home Loan Bank Bonds, \$3,860,000 par value	9.600%	Jan. 25, 1991	3,846,910	3,921,528
U.S. Treasury Notes, \$1,945,000 par value	9.000%	Jan. 31, 1991	1,928,730	1,968,107
U.S. Treasury Notes, \$7,265,000 par value	9.125%	Feb. 15, 1991	7,220,444	7,362,642
Federal Home Loan Bank Bonds, \$15,245,000 par value	7.100%	Feb. 25, 1991	14,565,712	14,859,149
Federal Farm Credit Bank Bonds, \$23,435,000 par value	7.650%	March 1, 1991	22,616,191	23,061,446
Federal Farm Credit Bank Bonds, \$8,355,000 par value	7.550%	April 22, 1991	8,022,997	8,221,821
U.S. Treasury Notes \$8,075,000 par value	8.125%	May 15, 1991	7,868,610	8,072,497
Federal Home Loan Bank Bonds, \$5,000,000 par value	8.500%	May 28, 1991	4,880,038	5,004,423
Federal Home Loan Bank Bonds, \$11,205,000 par value	8.500%	May 28, 1991	10,937,042	11,215,810
Federal Home Loan Bank Bonds, \$12,760,000 par value	8.300%	June 25, 1991	12,393,885	12,669,406
Federal Home Loan Bank Bonds, \$5,000,000 par value	8.300%	June 25, 1991	4,854,972	4,962,900
U.S. Treasury Notes, \$8,910,000 par value	7.875%	June 30, 1991	<u>8,625,033</u>	<u>8,873,825</u>
			456,033,863	460,507,738

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

SCHEDULE OF INVESTMENTS—Continued

June 30, 1989

	<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Cost</u>	<u>Market Value</u>
Debt Service Fund:				
State of New Jersey Cash Management Fund	Various	Various	5,904,014	5,904,014
U.S. Treasury Notes, State and Local Government Series, \$5,881,990 par value	5.41%	June 15, 1991	5,881,900	5,881,900
U.S. Treasury Notes, \$19,825,000 par value	6.50%	Nov. 15, 1991	<u>19,729,073</u>	<u>19,143,615</u>
			<u>31,514,987</u>	<u>30,929,529</u>
Total (Memorandum Only)			<u><u>\$487,796,741</u></u>	<u><u>\$491,685,158</u></u>



New Jersey
Transportation Trust Fund Authority
1035 Parkway Avenue
CN 600
Trenton, New Jersey 08625



