



SOUTH JERSEY TRANSPORTATION AUTHORITY

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# 2005 ANNUAL REPORT

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Atlantic City International Airport • Atlantic City Expressway

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## A Year of Building for the Future

The year 2005 will be remembered as the year that the South Jersey Transportation Authority took steps to position itself to accommodate anticipated growth at its key facilities, the Atlantic City Expressway and Atlantic City International Airport, and to facilitate economic development throughout the six-county region it serves.

To prepare the Authority for these challenges, Acting Executive Director James R. Iannone instituted a significant restructuring of the staff that linked related divisions under a single director and consolidated planning into the Department of Policy and Planning.

In addition, the Authority enlarged the role of its Transportation Services Department to serve the residents of Atlantic County, visitors to Atlantic City and the South Jersey Shore, and expanded services to veterans in Camden and Gloucester counties. These steps are consistent with the Authority's mission to facilitate growth and prosperity in the six counties it serves.

I am pleased to say that this new, streamlined, organization has already resulted in a more efficient daily operation, one that is poised to meet future challenges.

This new team achieved a banner year of accomplishments in 2005. The highlights:

April – A 243-foot, 150-ton elevated walkway was lifted into place above the Pleasantville toll barrier on the first attempt despite a light breeze. For the first time in history, the Expressway was closed at Exit 5 and traffic was rerouted overnight.

April – Transportation Services assumed direct responsibility for parking operations at Atlantic City International, upgrading equipment and instituting a continuous, free shuttle service bringing passengers to and from the terminal. Almost immediately, customer complaints dropped sharply.

May – The Board of Commissioners approved the staff restructuring.

May – The SJTA's shuttle, The Breeze, participated in Atlantic City's First Wednesday promotion of its retail and entertainment offerings by providing free connections from Authority parking facilities.

June – SJTA entered into a "swaption" agreement with two major banks, Bank of America and Wachovia. The deal netted the Authority \$7.5 million, 50 percent more than its original target.

August – Backed by a \$50,000 state grant, Transportation Services initiated a Vets Health Lift, transporting Camden and Gloucester county veterans to VA and other medical facilities.

September – Transportation Services began its TransIT Link shuttle between the Pleasantville Bus Terminal and Atlantic City International Airport with stops at major employers along the route.

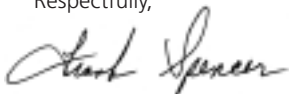
October – A redesigned SJTA Website went online, giving the public more convenient access to a wider range of useful information.

October – The Authority broke ground at the Airport on an 18-month project to create a more efficient baggage handling and screening process.

November – Within a year of opening Express E-ZPass at the Pleasantville toll plaza, the Authority brought E-ZPass Plus to its New York Avenue parking garage in Atlantic City.

The Authority is prepared to further its mission of expanding safe and convenient services to the traveling public. With the continued support of Governor Jon Corzine and the Legislature, we will keep the momentum going – to benefit the regional economy and continue to build for the future.

Respectfully,



Frank Spencer  
Chairman,  
South Jersey Transportation Authority

Letter from the Executive Director

## Safety and Quality Service an SJTA Hallmark

Upon assuming the post of Acting Executive Director last spring, one of the first actions I took was to reorganize the staff and restructure the organization. The restructuring was recommended by a working group of Authority executives and was implemented to make the Authority more efficient and responsive to the challenges of SJTA's expanding mission.

Among the steps taken as part of this restructuring was the creation of the Department of Policy and Planning, which provides top management with the factual basis for decision-making. In addition, the Information Services Department was merged with toll repair, audit and other support services to form the Information and Tolls Technology Department, reporting to the Deputy Executive Director.

Other divisions were realigned to achieve efficiencies that will be reflected in future budgets. For example, oversight of parking operations was transferred from Tourist Services to Transportation Services, which provides shuttles to parking patrons at Atlantic City International Airport. Other moves include consolidating human resources, affirmative action, benefits and legal and labor counsel within the Executive Department, aligning Economic Development in the new Policy and Planning Department, and merging Community Relations into the Marketing/Communications Department.

These realignments are budget-neutral.

The SJTA is continuing to grow and thrive. The Expressway collected tolls from 64,594,708 vehicles in 2005, an increase of 2.5 percent over the previous year. This is consistent with other annual transportation statistics which show a large increase in private vehicle trips to Atlantic City while bus, air, rail and franchise bus trips either decreased or remained flat.

This trend mirrors the robust economic climate in Atlantic City, which experienced a 5 percent growth in visitors from 33.2 million in 2004 to 34.9 million in 2005. These statistics are impressive, particularly when compared to Las Vegas' visitor volume of 38.6 million in 2005. Wall Street continues to recognize this and, as a result, the Authority's financial offerings continue to realize favorable market rates.

The SJTA mission, however, is about more than simply accommodating greater numbers of travelers. It is about providing safe, efficient and convenient services to the traveling public.

The safety of the traveling public is paramount. To further our goals of safe, quality service, the Authority is working toward the creation of a third westbound lane on the Atlantic City Expressway, the installation of Express E-ZPass at the Egg Harbor toll plaza and the creation of a four-way interchange at Exit 17. The net result of these improvements will be less traffic congestion and better traffic flow through the westbound portions of the Expressway which should reduce accidents.

In addition, the Authority has increased the number of Emergency Service Patrol vehicles patrolling the Expressway. Today, five of the Authority's 13 ESP vehicles are outfitted with variable message signs and three are equipped with defibrillators.

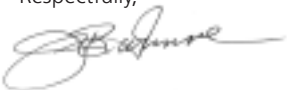
We are also committed to the safety of our employees.

To that end, in 2005 the Authority instituted a new safety program for staff that began with the creation and dissemination of a new safety manual and training and orientation for every supervisor. We used our recently revamped Website to make the manual constantly accessible and required managers to ensure that every employee received monthly training. After the first weeks of winter produced a spike in weather-related accidents, we convened a safe driving forum with input from state safety experts and the safety directors from all six counties we serve.

In a further effort to ensure the safety of employees, the Authority installed an elevated walkway above the Pleasantville toll barrier to provide toll collectors a safe passage across the Express E-ZPass lanes.

Finally, the Authority continues to try to find ways to increase the convenience of SJTA-sponsored facilities. As such, the introduction of E-ZPass Plus to the New York Avenue garage in Atlantic City was a major milestone as it is the first time that technology has been installed at a non-airport urban parking facility. The SJTA plans to expand E-ZPass Plus to its two paved surface lots in Atlantic City and eventually to parking at the Airport. The ease of using E-ZPass Plus is part of SJTA's commitment to provide safe, quality service and convenient transportation choices to travelers in New Jersey.

Respectfully,



James R. Iannone  
Acting Executive Director,  
South Jersey Transportation Authority

## A Foundation Year at ACY . . .

The master plan for expanding Atlantic City International Airport began to take concrete shape in 2005 with two crucial “foundation” projects being completed as well as groundbreaking for the next stage.

New projects at ACY include building a baggage handling and screening structure, served by a conveyor belt, and installing a second escalator channel. The baggage structure is being erected on the apron, necessitating the relocation of two loading gates. The second escalator will create improved passenger flow: one-way up on the current escalators taking departing travelers to their flights and one-way down to the baggage claim for arrivals.

The design aims to give passengers easier access to check-in counters by eliminating the Transportation Security Administration’s baggage screening stations now cramping foot traffic in the lobby as departing passengers stop for inspection and clearance. That process will be handled by state-of-the-art TSA equipment in the new structure.

When the \$7.1 million project is finished in early 2007, the Authority will begin another series of projects that will result in the construction of a new concourse that more than doubles the number of gates from 6 to 13 and will expand ACY capacity to accommodate nearly two million passengers annually.

While breaking ground on this important new initiative in 2005, the Authority was completing work on Taxiway “P” which gives the airport flexibility in managing aircraft movements and complements the terminal expansion. Also during 2005, the Airport erected 100-foot light towers at the apron,

completed installation of guidance instrumentation for Runway 13-31, giving it ILS capability in both directions, and completed a 1,000-space paved overflow parking lot.

Inside the terminal, the Authority refurbished its first-floor restrooms and added a “companion restroom”

for special needs travelers. This, in addition to the creation of a new business center and increased seating on the second floor, underscores the Authority’s commitment to increasing amenities for ACY’s patrons.

Fewer seats were made available to the ACY market during 2005 due to fleet realignments by the airlines. As a result, ACY experienced a slight passenger volume decline in 2005. While it was the first year since 2002 that the annual passenger volume total did not exceed 1 million travelers, the number of passengers per flight actually rose. Demonstrating strong demand in this market, the load factor in 2005 was 97.7 passengers per flight, up from 93.2 in 2004. With new or restored air service in the offing for 2006 (Spirit Airlines plans to resume its western routes and Delta Connection is adding service to its Atlanta hub), 2005 should prove to be an aberration, and 2006 a banner year for ACY’s growth curve.

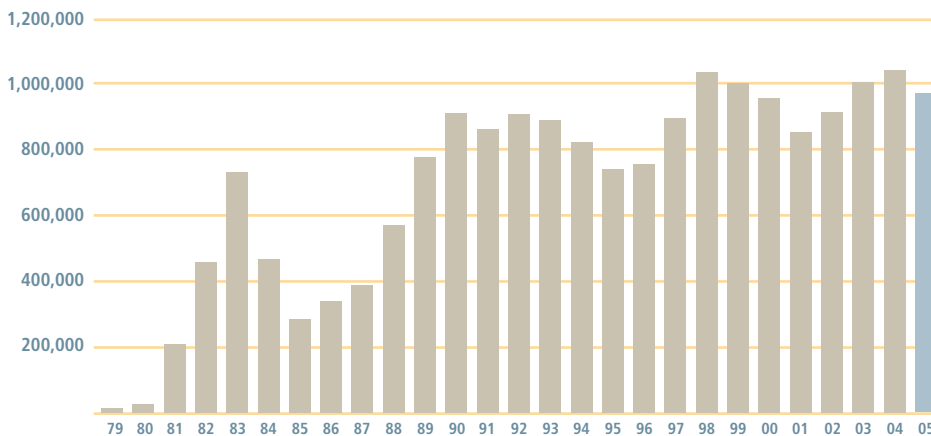
With that in mind, the Authority is planning the final building block in the foundation of ACY expansion – construction of the long-planned parking garage.







ACY Passenger Counts, 1979-2005



In April 2005, the Authority assumed direct operation of the ACY paved surface parking facilities after settling a legal dispute with its parking concessionaire that stalled parking expansion for several years. The Authority turned the parking operation over to its Transportation Services Department, which instituted a continual shuttle connection staffed until the very last flight of the day, expanded Customer Service staff and instituted curbside check-in for Spirit customers. With a month, customers noticed the difference as complaints dropped from an average of 120 per month to just three in April 2005.



Completing the Taxiway "P" project (aerial view page 4) involved installing huge drainage pipes (center). Passengers awaiting the SJTA shuttle in Airport parking facilities can find shelter (lower left).

The Airport was host to a trench rescue training exercise for first responders from all over the Northeast. ACY Fire and Rescue officers led the training (far right).





## ... With More Building to Come

Since then, the Authority has obtained funding for a 1,400-space garage and has begun the bidding process for that project.

### **ACY Air Carriers**

Spirit Airlines began upgrading its fleet, replacing its MD80s with Airbus A-319s and 321s. These modern aircraft are more fuel efficient and have a longer range. This fleet adjustment will enable Spirit to better serve its Caribbean destinations through its Fort Lauderdale hub. It also offers direct flights to Myrtle Beach, S.C., and Fort Myers, Fla. Delta Connection/Comair was planning to expand service from ACY to its Atlanta hub, among the world's busiest airports. Beginning in 2006, travelers from ACY will be offered access to hundreds of destinations through Atlanta.

Charter service also had a growth year, accounting for 202,469 passengers or 26 percent of those travelers at

ACY in 2005. Gold Transportation accounted for the largest number at 164,253 – followed by Empire at 20,293 and Ultimate Air at 7,861. Total charter operations rose by 5.46 percent in 2005.

### **Midlantic Jet Aviation**

ACY's Fixed Base Operator added five tenants to its base of permanent customers while servicing the thousands of itinerant general aviation aircraft touching down during 2005. Anticipating even more growth with the planned closing of Bader Field in Atlantic City, Midlantic upgraded its customer service areas.

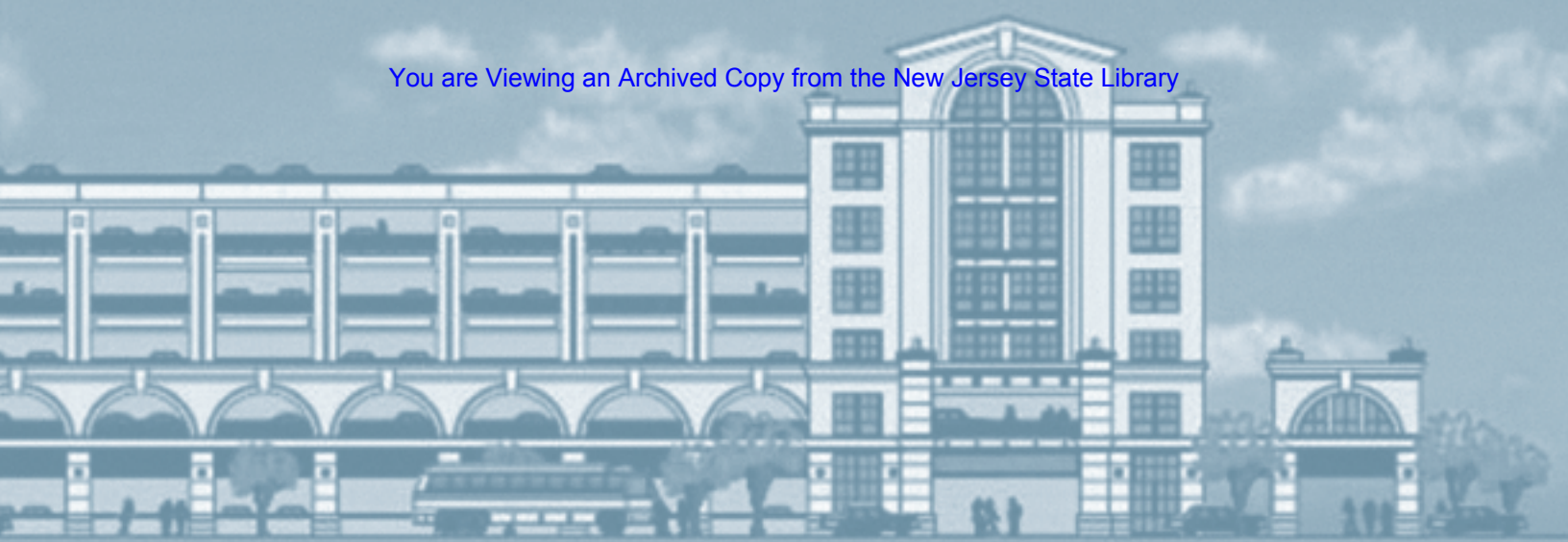
### **Raytheon Aircraft Services**

Raytheon provides factory maintenance for the high-end jet aircraft built by its parent company. It is experiencing significant growth in its market niche.

SJTA Commissioners and Acting Executive Director James R. Iannone (far right) ceremonially break ground on the baggage screening structure at ACY – a crucial step in the long-range expansion plan.





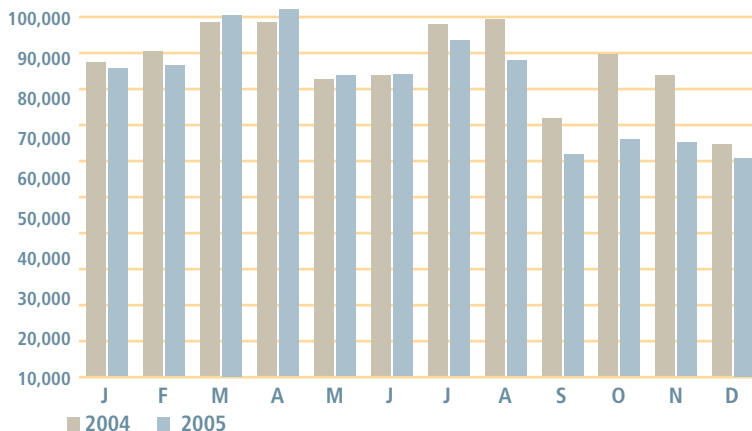


Planned 1,400-space parking garage

### ACY Tenants

AVIS	AUTOMOBILE RENTALS
BUDGET	AUTOMOBILE RENTALS
COREY AIRPORT SERVICES	ADVERTISING SERVICES
DELTA/COMAIR	SCHEDULED AIRLINE
FABER, COE & GREGG	NEWSSTAND/GIFTS
GATE SERVE	AIRLINE CATERING
GOLD TRANSPORTATION	CHARTER AIRLINE
HERTZ	AUTOMOBILE RENTALS
LC3	RESTAURANT/BAR
MIDLANTIC JET	FIXED BASE OPERATOR
RAYTHEON	FIXED BASE OPERATOR
SPIRIT AIRLINES	SCHEDULED AIRLINE
TALK OF THE WALK	RETAIL/GIFTS
YELLOW VAN	GROUND TRANSPORTATION

### ACY Total Passengers, 2004-2005



The Atlantic City skyline on the horizon shows the convenient access provided by ACY – with a direct connection via the Atlantic City Expressway.



## SJTA Fosters the Region's Growth

It goes without saying that the casino industry has revitalized the South Jersey economy, which had long been too dependent on seasonal tourism. Before 1977 and the advent of casino gambling, Atlantic City was an aging city trapped in economic obsolescence. Today, Atlantic City draws nearly 35 million visitors a year, the casinos employ 48,000 people and billions of dollars in capital improvements have created thousands of additional construction-related jobs.

The South Jersey Transportation Authority has contributed to and continues to accommodate this steady growth.

The Authority is investing millions in improving the Expressway and expanding the Airport – and plans to invest millions more.

In 1964, the first year of the Atlantic City Expressway, toll revenue was a mere \$741,000. In 1977, the last year before gaming came to Atlantic City, revenues were \$6 million. In 2005, tolls accounted for more than \$57 million but only 70.7 percent of the Authority's total revenue. The coming of the casinos and a thriving regional economy has given the SJTA an important role, sustaining further growth of the Expressway and Atlantic City International Airport. To that end, the Authority is investing millions to improve the Expressway and expand the Airport – and plans to invest millions more.

### The highlights of SJTA projects for 2005:

- Installing an elevated walkway above the Pleasantville toll barrier to give toll collectors safe passage across the Express E-ZPass lanes.
- Working to complete design work to provide four-way access at Interchange 17 and continuing engineering site surveys and environmental field studies there.
- Schematic design for a third westbound lane from Milepost 8 to Milepost 31, the Interchange with Route 73.
- A complete expansion study for the Egg Harbor toll plaza to accommodate Express E-ZPass.
- Designing an extended westbound acceleration lane and improved entrance ramp from the Farley Service Plaza.
- Installing E-ZPass Plus and an improved electronic revenue collection system at the New York Avenue parking garage in Atlantic City.
- Paving the 325 parking spaces at the Atlantic Avenue surface lot, where an improved revenue collection system will be installed in 2006.
- Completing the Taxiway "P" project at Atlantic City International Airport in November.
- Completing design and bidding specifications for the project to house improved baggage screening equipment for the Transportation Security Administration.
- Redesigning and relocating Loading Gates 3 and 4 to make room for the baggage screening structure.
- Completing concept design and bidding specifications for the long-planned parking garage at ACY.



It's reasonable to conclude that once the current round of casino-related projects is completed, Atlantic City will have turned the corner from a drive-market gaming town to an entertainment-convention destination. With 15,122 hotel rooms ready for occupancy and thousands more in the pipeline, the city has now approached the point where it can handle the largest conventions.

Casino expansion continues at a rapid pace. The industry's combined gaming revenue rose a healthy 4.4 percent to \$5.018 billion in 2005. This prosperity has fueled a building boom.

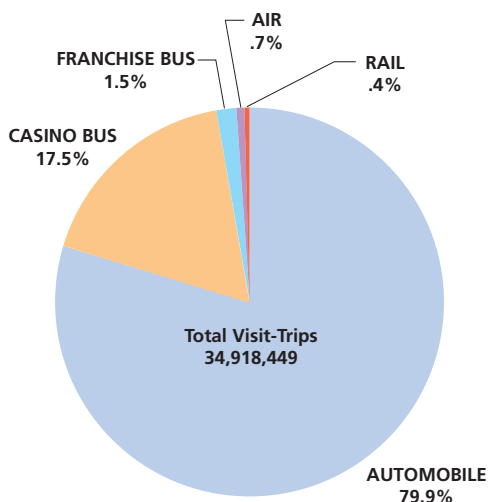
- Borgata is finishing the first phase of its expansion plan – a \$200-million expansion of the casino – and will spend \$325 million to build an 800-room, 39-floor tower that will include 200 condominiums.
- Harrah's won the city's permission to build a 47-story, 950-room tower that will cost \$550 million. Groundbreaking is planned for early 2006. In July 2005, Harrah's Entertainment completed a \$75-million parking garage connecting Caesars, Bally's, Atlantic City Outlets-The Walk and the AtlantiCare Regional Medical Center. It is 11 stories high and has 3,200 parking spaces.
- The Trump Organization is spending \$250 million on a 45-floor, 800-room tower at the Taj Mahal, and is renovating the Trump Plaza.
- Caesars and the Atlantic City Hilton also have plans to expand, while the Sands bought the site of the old Traymore Hotel to gain room to grow.

Atlantic City is growing outside the casino sector, too. Caesars is converting the Ocean One shopping pier into a lavish retail-entertainment venue it calls The Pier at Caesars, featuring a world-class roster of retailers – Gucci, Hugo Boss, Louis Vuitton, Armani A/X, Bebe, Burberry and Tiffany & Company. The Pier is targeted to open in the summer of 2006. The 27-story Regency Apartments on Connecticut and Pacific avenues is being converted into 200 ultra-luxury Bella Condominiums. Fairfield Resorts Inc. invested \$75 million to transform Tannen Towers at North Carolina and Pacific avenues into Skyline Tower, a 32-story, 296-unit condominium complex designed for timeshare occupancy that opened March 2005. And Cordish Co., developer of The Walk, is adding 350,000 square feet of space under one roof, doubling the retail and entertainment complex along Michigan Avenue. The \$155-million project will cover five blocks west past the Expressway entrance.

Despite this dramatic growth, Atlantic City now has increased competition from other states that have established legal gambling. Delaware has allowed slot machines at its racetracks – so-called “racinos” – and Indian casinos operate in New York and Connecticut. Race tracks in New York have started offering slot machines, and Pennsylvania plans to license slots at its tracks and at freestanding slot parlors in 2006.

While it is unlikely these small pockets of legalized gambling will damage the region's prospects significantly, the challenge to the region and to the Authority will be to continue to bring millions of visitors and potential customers to the South Jersey Shore safely and efficiently.

**Annual Visit/Trips to Atlantic City  
by Transportation Mode**



**Trends in Gross Gaming Win Per Visit/Trip for  
Las Vegas and Atlantic City Casinos**

	Las Vegas Gaming Win Per Visit/Trip	AC Gaming Win Per Visit/Trip	AC Win as a Percentage of Las Vegas Win
2005	\$196	\$144	73.2%
2004	\$182	\$145	79.7%
2003	\$172	\$139	81.0%
2002	\$170	\$132	77.6%
2001	\$171	\$133	77.8%
2000	\$170	\$130	76.5%
1999	\$169	\$125	74.0%
1998	\$163	\$118	72.4%
1997	\$161	\$115	71.4%
1996	\$156	\$112	71.8%
1995	\$157	\$113	72.0%
1994	\$155	\$109	70.3%
1993	\$158	\$109	69.0%

Sources: Las Vegas Convention and Visitors Authority Website  
SITA for Atlantic City data based on Casino Control Commission gaming win numbers.



# Upgrading the Expressway

The year 2005 started with a bang in April, when an elevated walkway was installed in a single dramatic maneuver over the Pleasantville toll barrier. The prefabricated components were assembled on site, creating a 150-ton, 243-foot long structure. Meanwhile, concrete towers were erected on either side of the toll barrier, and the steel bridge was lowered into place on the night of April 11-12 in one swoop by a high-powered crane.

The Atlantic City Expressway was closed at Interchange 5 at 9 p.m. with a deadline of reopening in time for the morning rush. Meanwhile, SJTA crews took advantage of the opportunity to make repairs to the roadway. The operation was so smooth that the Expressway reopened nearly an hour early!

While a byproduct of the project is to create a dramatic gateway to Atlantic City, its main purpose is to give toll collectors safe passage across the four open Express E-ZPass lanes and to house an efficient cash collection and transport system – replacing an old-fashioned cart that is wheeled across the roadway.

Other important steps taken to upgrade the Expressway and improve community relations included:

- Conducting field studies and planning for: the rebuilding of the Egg Harbor toll plaza to accommodate Express E-ZPass; the completion of Interchange 17; and the addition of a third westbound lane from Milepost 8 to the Route 73 exit at milepost 31.
- Increasing the number of Emergency Service Patrol vehicles to 13, equipping five new vehicles with mobile message boards and equipping three of the vehicles with defibrillators.
- Hosting the SJTA annual Safety Awareness Day on Memorial Day in partnership with NJ DOT, the State Police, South Jersey Traffic Safety Alliance and radio stations WPHT (1210 AM) and WOGL (98.5 FM) – at the Farley Service Plaza.
- Installing a traffic signal at the head of the westbound off-ramp of Interchange 9 in response to community concerns about traffic flow along busy Delilah Road.
- Helping to refurbish the Atlantic City Tunnel Park above the Atlantic City Expressway Connector and clean up the adjacent Penrose Avenue canal.
- Preparing to install high mast lighting and cameras to monitor the Farley Service Area and the Sunoco fuel station and State Police barracks there.



A key safety innovation on the Expressway was equipping Emergency Service Patrol vehicles with mobile message boards. It protects disabled motorists and ESP workers, and prevents potential accidents by alerting passing vehicles.

With a hydraulic crane doing the heavy lifting, workers guide the prefabricated, 243-foot elevated walkway into place at the Pleasantville toll plaza.





## Annual Traffic Increase or Decrease at Each Toll Area

YEAR	Pleasantville	New Road	Pomona	Mays Landing	Egg Harbor	Hammonton	Winslow	Williamstown	Cross Keys	Expressway Total
2005	3.1%	7.5%	2.4%	1.8%	1.2%	0.0%	-1.9%	3.7%	5.1%	2.5%
2004	1.7%	17.5%	3.2%	4.3%	5.7%	6.6%	7.6%	6.7%	13.0%	4.4%
2003	-1.1%	58.2%	2.9%	4.0%	2.1%	1.5%	-61.6%	2.2%	170.7%	2.1%
2002	8.1%	N/A	2.0%	15.8%	6.6%	4.8%	-28.9%	4.6%	N/A	8.6%
2001	4.6%		4.6%	13.6%	5.3%	5.0%	68.0%	2.6%		7.5%
2000	0.0%		8.9%	9.2%	2.4%	10.9%	193.5%	11.4%		5.3%
1999	-6.1%		-11.3%	-9.9%	-5.6%	6.7%	2.1%	2.4%		-5.5%
1998	3.5%		2.7%	5.6%	2.6%	0.7%	5.5%	1.7%		3.2%
1997	1.5%		99.3%	13.4%	4.7%	4.5%	5.0%	6.5%		6.6%
1996	-7.6%		34.8%	-1.3%	0.1%	0.6%	1.2%	4.6%		-2.9%
1995	-2.8%		-5.2%	-0.8%	2.6%	-2.3%	-0.3%	-0.4%		-0.9%
1994	4.4%		4.7%	2.4%	2.9%	2.1%	6.2%	5.3%		3.8%
1993	4.0%		6.8%	-0.4%	3.1%	0.5%	4.1%	-1.1%		3.0%
1992	5.1%		8.2%	8.1%	1.6%	4.5%	3.0%	3.7%		4.1%
1991	-5.9%		-5.4%	-7.1%	-2.5%	-2.0%	-2.4%	3.6%		-4.3%
1990	3.2%		5.0%	5.3%	1.4%	-3.1%	2.6%	2.4%		2.6%
1989	4.6%		9.8%	9.2%	1.0%	1.6%	9.7%	4.3%		3.8%
1988	5.1%		30.2%	22.9%	4.0%	1.8%	7.2%	7.8%		6.2%

## Atlantic City Expressway Annual Toll and Traffic Revenue

YEAR	EXPRESSWAY TOLL TRAFFIC	EXPRESSWAY TOLL REVENUE	AUTHORITY'S TOTAL REVENUES	PERCENT FROM EXPY TOLLS	TOLL REVENUE PER VEHICLE
2005	64,594,708	\$57,970,661	\$82,007,410	70.7%	0.897
2004	62,986,400	\$57,247,411	\$78,771,768	72.7%	0.910
2003	60,332,338	\$51,188,734	\$59,488,734	86.0%	0.848
2002	59,000,044	\$48,532,827	\$56,373,284	86.1%	0.823
2001	54,490,349	\$45,841,128	\$58,712,782	78.1%	0.841
2000	50,619,351	\$44,320,684	\$56,594,079	78.3%	0.876
1999	48,050,179	\$44,400,684	\$57,923,324	76.7%	0.924
1998	50,855,587	\$27,457,987	\$35,321,293	77.7%	0.540
1997	49,290,846	\$25,056,326	\$31,958,892	78.4%	0.508
1996	46,243,612	\$23,932,905	\$30,498,288	78.5%	0.518
1995	47,602,146	\$24,246,948	\$31,458,000	77.1%	0.509
1994	48,023,048	\$24,218,472	\$30,713,109	78.9%	0.504
1993 (SJTA)	46,262,939	\$23,429,336	(SJTA begins)	N/A	0.506
1992	44,901,487	\$22,779,560	\$25,935,604	87.8%	0.507
1991	43,113,761	\$22,169,148	\$26,645,446	83.2%	0.514
1990	45,035,072	\$22,939,344	\$28,154,882	81.5%	0.509
1989	43,905,047	\$22,977,015	\$28,209,445	81.5%	0.523
1988	42,278,412	\$22,475,047	\$26,769,121	84.0%	0.532
1987	39,836,484	\$21,357,481	\$24,964,708	85.6%	0.536
1986	37,037,486	\$19,587,547	\$23,145,985	84.6%	0.529
1985	35,665,732	\$18,991,386	\$22,848,165	83.1%	0.532
1984	35,253,091	\$18,394,014	\$21,843,003	84.2%	0.522
1983	30,286,240	\$16,441,044	\$19,425,417	84.6%	0.543
1982	26,650,882	\$14,514,182	\$18,142,563	80.0%	0.545
1981	23,894,730	\$13,084,174	\$16,016,950	81.7%	0.548
1980	19,988,359	\$11,126,831	\$12,550,393	88.7%	0.557
1979	15,383,322	\$8,576,921	\$9,778,716	87.7%	0.558
1978	12,245,975	\$7,240,020	\$8,088,050	89.5%	0.591
1977	9,826,579	\$6,019,869	\$6,640,053	90.7%	0.613
1976	8,843,662	\$5,436,684	\$6,017,630	90.3%	0.615
1975	7,986,995	\$4,902,620	\$5,530,087	88.7%	0.614
1974	7,585,840	\$4,665,643	\$5,274,390	88.5%	0.615
1973	8,732,426	\$5,394,473	\$5,963,060	90.5%	0.618
1972	8,161,724	\$4,892,070	\$5,434,518	90.0%	0.599
1971	8,032,007	\$4,794,179	\$5,224,866	91.8%	0.597
1970	7,764,570	\$4,691,374	\$5,084,273	92.3%	0.604
1969	7,270,137	\$4,356,523	\$4,688,596	92.9%	0.599
1968	6,773,838	\$4,005,455	\$4,279,961	93.6%	0.591
1967	6,380,080	\$3,616,908	\$3,842,863	94.1%	0.567
1966	6,096,547	\$3,268,444	\$3,416,512	95.7%	0.536
1965	4,018,299	\$2,253,755	\$2,296,807	98.1%	0.561
1964	1,014,548	\$741,668	\$745,802	99.4%	0.731

"NOTE: Formerly the New Jersey Expressway Authority. SJTA begins in late 1992. Expressway cash tolls doubled and E-ZPass discounts begin November 30, 1998."

## Policy and Planning

The Policy and Planning Department was created in 2005 to serve the changing needs of the Authority. The new department was strategically positioned within the SJTA's Executive Department to advise the Acting Executive Director.

The Policy and Planning Department acts as the Authority liaison with state government and other related agencies. Additionally, it is responsible for gathering and analyzing transportation data as a planning tool to help direct future investments.

Its first order of business in 2005 was to produce a mission statement and a business plan for the Authority – one that emphasized customer service:

“The Mission of the South Jersey Transportation Authority is to provide the traveling public with safe and efficient transportation through the acquisition, construction, maintenance, operation and support of expressway, airport, transit, parking, and other transportation projects in Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem Counties.”

The South Jersey Transportation Authority has long been committed to furthering economic development in its six-county region. Its core mission brings people together and moves goods, but the Authority also dedicates some of its revenues to joint marketing initiatives in support of economic development activities. These activities often find their start in the Policy and Planning Department.

## Information & Tolls Technology

The Information and Tolls Technology Department develops, operates and maintains the software, hardware and telecommunications systems of the SJTA including the electronic toll collection system, E-ZPass operations, finance and administration information systems and the Wide Area Network that connects the facilities. It was combined from disparate units in May 2005 with the goal of forming a fully cross-trained team to fill the data management and communications needs of every employee.

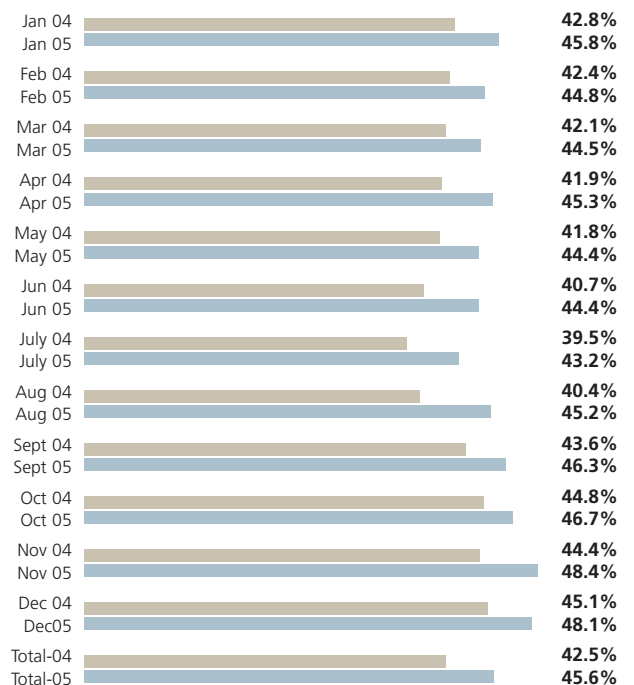
SJTA Chairman Frank Spencer cuts a ribbon to open E-ZPass Plus at the New York Avenue parking garage in Atlantic City.



### Highlights of 2005:

- Installed E-ZPass Plus at New York Avenue parking garage, and prepared for expansion to Atlantic Avenue parking facility.
- Expanded Internet access to include remote e-mail access via the Internet, “smart” phones or a laptop.
- Collaborated with Marketing/Communications on new Website, which enhances its utility for Purchasing. Upgraded financial database management to allow remote access.
- Installed environmental monitors in all computer rooms to notify HVAC and IT techs of high temperature or water leaks.
- Established new photo library, also with Marketing/Communications.
- Upgraded traffic management communications by replacing ISDN and T1 lines with fiber optics – connecting to the Garden State Parkway on the east end and DOT's Cherry Hill Traffic Operations Center at the west.
- Collaborated with 1-95 Corridor group to create a seamless toll payment system from Maine to Virginia.

### E-ZPass Usage as a Percent of Total Traffic



# Engineering's Busy Year

The Engineering Department had another busy year in fulfilling its role in the design and construction of capital projects – among them improving highway capacity, upgrading traveler information systems and safety, runway and other airfield projects, terminal expansion and environmental mitigation. This work is crucial to the development of the Authority's assets. Among the department's major accomplishments of 2005:

- Installing a 150-ton elevated walkway above the Pleasantville toll barrier. The structure was prefabricated and assembled on site and lifted into place by a huge crane on the first try.
- Design work on improving Interchange 17 to provide four-way access, plus an engineering site survey and continuing environmental field studies.
- Completing the concept design for the third westbound lane from Milepost 8 to Milepost 31, the Interchange with Route 73.
- A complete expansion study for the Egg Harbor toll plaza to accommodate Express E-ZPass. Among the studies was a proposal to divide the plaza and offset the westbound lanes to the east of Interchange 17.
- Designing an extended westbound acceleration lane and improved exit ramp from the Farley Service Plaza.

- Installing E-ZPass Plus and an improved electronic revenue collection system at the New York Avenue parking garage in Atlantic City, and paving the 325 parking spaces at the Atlantic Avenue surface lot, where a new revenue collection system will be installed in 2006.
- Completing the Taxiway "P" project at Atlantic City International Airport in November.
- Installing three lighting masts at ACY to improve flight-line safety.
- Completed concept design and bidding specifications for the project to house improved baggage screening equipment for the Transportation Security Administration. Included are improvements to the ACY terminal: installing a second escalator and a baggage conveyor belt. Ground was broken in October.
- Relocated and redesigned Loading Gates 3 and 4 to make room for the baggage screening structure.
- Completed a concept design and bidding specifications for the long-planned parking garage at ACY (see a rendering on page 6).
- Environmental mitigation, especially the grassland management program at the Airport. This necessitated a controlled burn of invasive plant species. It was conducted with the collaboration of the Airport Grassland Advisory Committee which includes the New Jersey Audubon Society.

## Human Resources

- Converted the Authority to self-insurance for worker's compensation and liability.
- Instituted safety training with an introductory orientation and an updated safety manual, plus monthly refresher courses.
- Began an employee recognition program – an Employee of the Month award and notice for 5-, 10-, 15- and 20-year employees, with 25 years being honored in person at a Board of Commissioners meeting.
- Instituted a "reasonable suspicion" policy as a foundation for drug or alcohol testing and provided a briefing to 50 supervisors as a basis for training all personnel.
- Trained 10 directors and 93 supervisory employees on the state-mandated ethics policy, with a written briefing on the new policy distributed to every employee.
- Implemented an all-day orientation program for new employees.
- Integrated HR programs into the new Website, which was designed with an employee news section.

### Atlantic City Expressway Toll Schedule

	Current Rate	E-Z Pass Discount Rate	E-Z Pass Frequent User Discount
<b>Pleasantville</b>			
Auto	\$0.50	\$0.45	\$0.34
Limo	\$1.00	\$0.90	\$0.60
Dual Tire	\$1.00	\$0.90	\$0.90
Three Axle	\$1.50	\$1.35	\$1.35
Four Axle	\$2.00	\$1.80	\$1.80
Five Axle	\$2.50	\$2.25	\$2.25
Six Axle	\$3.00	\$2.70	\$2.70

#### Egg Harbor

Auto	\$2.00	\$1.80	\$1.28
Limo	\$3.00	\$2.70	\$1.80
Dual Tire	\$3.00	\$2.70	\$2.70
Three Axle	\$4.50	\$4.05	\$4.05
Four Axle	\$6.00	\$5.40	\$5.40
Five Axle	\$7.50	\$6.75	\$6.75
Six Axle	\$9.00	\$8.10	\$8.10

#### Pomona, Mays Landing, Hammonton, Winslow, Route 9

Auto	\$0.50	\$0.45*	\$0.30*
Truck/Bus	\$0.50	\$0.50*	\$0.50*

#### Williamstown, Berlin-Cross Keys

Auto	\$0.25	\$0.22*	\$0.15*
Truck/Bus	\$0.25	\$0.25*	\$0.25*

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

## Tourist Services



The Tourist Services Department is responsible for cash toll collection and for traffic management and coordination for large traffic events in Atlantic City. Its Bus Management division promulgates bus regulations and manages the routes and safety programs for the large number of charter buses coming into Atlantic City each day.

Because safety for the traveling public and for SJTA staff is a top priority, Bus Management conducted three safety sessions for bus drivers in 2005. The division also instituted a passenger pickup service for buses that break down on the Atlantic City Expressway, while continuing to provide customary assists to casino buses.

Another safety initiative, the annual Bus Rodeo, rewards top drivers for demonstrating proficiency in safe driving techniques and recognizes the skills and professionalism of the men and women who bring millions of passengers to Atlantic City safely. In 2005, the Bus Rodeo drew a record 34 drivers competing for the country's biggest prize pool. Nine mechanics vied for the same level of prizes. The Rodeo is made possible by the joint efforts of the SJTA, Atlantic City casinos and bus firms, community leaders, the state and federal Departments of Transportation, and the State Police.



### Other highlights:

- Assumed operational responsibility for the New York Avenue parking garage, upon expiration of the management contract Dec. 31, 2004.
- Created a second E-ZPass lane in each direction at the Egg Harbor Toll Plaza and set aside another lane for exact change payments. This was a repeat trial to see if it speeds traffic during peak summer months.
- Worked to increase ramp usage at Interchanges 5 and 41.
- E-ZPass usage increased from 42.5 percent to 45.6 percent of all ACE travelers.



A bus is taken through its paces in the annual Rodeo obstacle course.

(left) The winning mechanic (Gregory Wilson of Greyhound, top) and driver (Lloyd Newman of Greyhound Bus Lines, bottom) celebrate their \$1,000 prizes.

## Marketing/Communications

The Marketing and Communications Department informs the public of Authority news and progress, develops and creates advertising campaigns, manages media relations, acts as a liaison with the airlines and promotes air service development – furthering its mandate to grow the airport. It handles the release of public information, relays OPRA requests to the appropriate officer, and fosters public relations through publications, promotions and outreach programs.

The marketing division is also responsible for development and maintenance of the SJTA Website and image development for the authority, supporting the communications needs of all authority departments.

### Among the highlights of the year:

- Negotiating an agreement with Delta Connection/Comair to open service to Atlanta, the world's second busiest airport, in summer 2006. This agreement holds the potential for major expansion of air service at ACY.
- Helped airlines assess capacity and market trends affecting carrier services at ACY. The prognosis is favorable, as exemplified by Spirit Airlines' announcement it would resume service to Western destinations through its Detroit hub in the spring of 2006.
- Continued discussions and provided market data to several other airlines that expressed interest in air service out of ACY.
- Developed and implemented an ad campaign to promote airlines, their new routes and accessibility out of ACY.
- Redesigned and launched new SJTA Website, with daily updating of content and an employee intranet.
- Expanded the ACY Customer Service desk to cover all scheduled flights.
- Provided interdepartmental community/marketing support, including event coordination for the installation of the Pleasantville elevated walkway, Safety Day at the Farley Service Plaza, the inauguration of TransIT Link in Pleasantville, the rollout of E-ZPass Plus in Atlantic City and the groundbreaking of the baggage screening project at ACY.

2005 saw the launch of the re-designed Website.





# Transportation Services

Transportation Services operates “journey to work” transit routes to provide employment opportunities in areas underserved by transit. The operations – funded by grants and employer contributions – serve Camden, Gloucester, Burlington and Atlantic counties, plus a route to UPS in Philadelphia. The Department is responsible for the SJTA's parking facilities and operates parking shuttles in various locations including the Airport. The newest and most rapidly growing department expanded in four counties during 2005.

The Department served 114,000 passengers in 2004 and served 153,000 more in 2005. The total of 267,139 represents a 134-percent increase in one year.

## Highlights of 2005:

- As of April 1, Transportation Services assumed direct control of parking operations at Atlantic City International Airport and oversight of other SJTA parking facilities in Atlantic City. Its efficiency can be measured by the sharp decline in customer complaints – from 120 a month to just three in the first month of operations. In the 9 months of 2005, this shuttle served 36,256 travelers.
- E-ZPass Plus was installed as an improved means of paying parking fees in the New York Avenue garage, and the SJTA plans to install it at the Atlantic Avenue paved surface lot in May 2006.

- TransIT Link was initiated to serve employers in Pleasantville along Doughty and Delilah roads between the New Jersey Transit bus terminal and Atlantic City International Airport. Plans were to expand it from a rush-hour to 15-hour schedule in 2006. TransIT Link serves such employers as ACY, the FAA, Social Security Administration and Atlantic County Utilities Authority. Its passenger count rose in each of the last four months of 2005.

- The Department expanded veterans' medical transportation in Camden and Gloucester counties, offering disabled vets door-to-door service to VA and other healthcare facilities.

- “The Breeze” serving “The Walk,” was extended to monthly First Wednesday promotions in Atlantic City, giving patrons of SJTA parking lots a free ride to midtown sites. “The Breeze” continues to provide a reliable enhancement of public service and requests for expanded service are ongoing.

SJTA Directors, from left, Tom Rafter (Airport), Carole Miller (Transportation Services) and Wade Lawson (Tourist Services) joined local officials to inaugurate TransIT Link at the Pleasantville Bus Terminal.



# Finance

The Finance Department is responsible for all accounting, purchasing and treasury functions of the Authority as well as debt management. Department 2005 accomplishments included the issuance of \$10.4 million in subordinated bond anticipation notes, obtaining a favorable rate for a Bond Issue to finance the parking garage project at Atlantic City International Airport, the implementation of a purchasing card program, and the creation of a \$7.59 million revolving capital improvement fund.

The revolving fund was created when the Authority entered into a “swaption” agreement with two of the nation's largest banks, Bank of America and Wachovia. It netted the Authority \$7.5 million and closed June 14, based on interest rates on June 2, 2006. Due to favorable market trends, the amount received was 50 percent more than SJTA's target of \$5 million. Indeed, the swaption received a highly favorable Standard & Poor's Debt Derivative Profile (DDP) score of 1.5, reflecting the Authority's sound approach to this transaction.

The Authority's revolving fund will pay for capital projects in anticipation of federal grants that might take a year or even longer to work their way through the bureaucracy. The first project financed will be a new structure to house the Transportation Security Administration's baggage screening equipment and the airlines' sorting set up. Replacing the congested temporary security and

staging area will speed up passenger ticketing and processing of check-through luggage.

On April 1, 2005 the Authority issued \$10.4 million in subordinated anticipated bond notes. The subordinated note issue enabled the Authority to obtain the rights to build the parking garage and acquire surface parking lots and equipment from a private operator. Parking operations acquired from this transaction produced a net profit of \$649,410 for the nine months ending Dec. 31, 2005 at the Airport.

The Bond issue went to market Jan. 5, 2006, and raised \$50.365 million at a favorable rate. A portion of the proceeds were used to repay the \$10.4-million subordinated notes and the remaining proceeds will be used to finance the proposed 1,400-space parking structure at the Atlantic City International Airport.

The purchasing card – or Pcard – program implemented in 2005 provides an efficient, cost-effective method of purchasing and paying for small dollar as well as high-volume, repetitive purchases, like tools, construction materials or automotive parts that are needed quickly to complete a project or make repairs. This program reduces paperwork, enhances purchasing controls and streamlines the order processing time for cardholders. In 2005, 16 employees made about \$35,000 in Pcard purchases.

# Key Dates in 41 Years of Expressway History

**July 31, 1964:** In noontime ceremonies presided over by state Sen. Frank S. "Hap" Farley, the legislator who made it happen, the Atlantic City Expressway opens between its western terminus in Camden County and the Garden State Parkway in Pleasantville. Construction had begun a year earlier and was completed a year ahead of schedule.

The service station at what became the Farley Service Center opens for business.

**December 1964:** The New Jersey Expressway Authority collects \$741,668 in tolls during its first five months of operations (including \$7,457 collected July 31st).

**1965:** The Expressway link to Atlantic City is completed. Toll collections rise to \$2,283,966. The cost of building the Expressway is calculated to be \$48,273,990.

**Oct. 1, 1965:** A cafeteria-style restaurant, the Holiday House at Elwood, opens at the Service Center.

**June 22, 1966:** The Farmers Market comes to the Service Center in temporary quarters. An Expressway beautification program is undertaken.

The first rise in tolls takes effect – the Egg Harbor toll for passenger vehicles goes from 75 cents to \$1. The Pleasantville remains 15 cents. Toll collections come to \$3,268,444, nearly two thirds of that total was realized in the four summer-season months, June through September.

**1967:** The Authority installs state-of-the-art call boxes for motorists in need of help along the full length of the Expressway. A beautification program begins with landscaping on selected sections of the highway. Planting in the median also serves safety by protecting drivers from headlight glare of oncoming vehicles.

Toll collection reaches \$3,616,908.

**May 1968:** Harness racing comes to the Atlantic City Race Course, increasing revenues at the new Interchange 12.

**November 1968:** A major nor'easter closes the White Horse and Black Horse Pikes near Atlantic City, but the Expressway stays open – largely due to its construction three feet higher than the older highways, nine feet above mean high tide.

Annual toll collections top \$4 million for the first time.

**1970:** The Expressway's impact on growth was demonstrated by the 9,000-unit development planned by Levitt & Sons near Exit 38 in Winslow Township, Camden County. South Jersey Gas Co. built its corporate headquarters in Folsom, Atlantic County, and McGregor-Werner Graphics opened a plant in Woodbine, Cape May County.

**1973:** Despite the "oil shock," toll collection crosses the \$5 million mark for the first time – at \$5,394,473 a 10.3-percent increase from 1972. Not surprisingly toll revenues shrank the next year to \$4,665,643.

**1976:** The fuel crisis having abated, traffic volume rose 10.7 percent. Toll revenues also rebounded at \$5,436,684 – up from \$4,902,620 in 1975.

**April 12, 1977:** The Service Center is dedicated as the Frank S. Farley Plaza.

Traffic volume rises 11.1 percent, and toll collection crosses the \$6-million mark.

**1978:** The arrival of casino gaming gives the Atlantic City Expressway a greatly enhanced mission. Traffic volume rises sharply in the seven months since the first casino, Resorts, opened – up 21 percent at Egg Harbor Toll Plaza and 49 percent at Pleasantville. Toll collection reflected the change – up 20 percent to \$7,240,020!

**1979:** With Atlantic City's hotels making way for the advent of the casinos, the nature of the Atlantic City Expressway changed, too. As traffic volume soared, toll collections reached \$8,576,921, up 18.5 percent and its largest dollar increase yet. Because of the second oil shock, gasoline had to be rationed at the Farley Plaza to \$3 a customer – later raised to \$5 to keep up with rising prices.

**1980:** With usage rising exponentially, the Authority completes paving 77 lane-miles of the Expressway's inside shoulder. Gas rationing at Farley Plaza is lifted. The crisis did not discourage drivers, as once again traffic volume sets a record – at 29.9 percent growth! The new motorists were not all gamblers. Some were employees at the casinos, making the trip every working day. Toll collections hit an astonishing \$11,126,831.

**Autumn 1982:** Work begins to expand and renovate Holiday House at Farley Plaza to meet contemporary tastes, transforming it from a cafeteria into a fast-food restaurant.

**1985:** The New Jersey Expressway Authority contributes \$3,750,000 to the newly established Transportation Trust Fund, as did the New Jersey Turnpike and Garden State Parkway authorities.

**July 31, 1989:** The Expressway celebrates its 25th anniversary at the Egg Harbor Toll Plaza. During the boom years of 1985-88, a third eastbound lane was constructed starting at the Route 73 entrance through the Pleasantville Toll Plaza, which was expanded from eight to 12 lanes. Egg Harbor was widened to 13 lanes. Looking ahead, the Authority planned approaches to the proposed Atlantic City Convention Center and a new interchange to serve the burgeoning suburbs around Berlin-Cross Keys Road in Camden County.

By 1989, traffic volume was nearly 44 million, more than seven times the 6 million vehicles that rode the Expressway 25 years before. Toll collections had doubled since 1980, hitting \$22,977,015.

**June 1991:** The Legislature creates the South Jersey Transportation Authority, serving six counties – Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem. It is a successor to the New Jersey Expressway Authority and Atlantic County Transportation Authority. The new body will assume operational responsibilities for the Atlantic City Expressway, Atlantic City International Airport terminal and parking facilities in Atlantic City in 1992.

**1992:** The new authority gets its financial house in order with a new bond issue. Toll revenues exceed \$24 million.

**1994:** The Authority begins a project to nearly double the size of the terminal at Atlantic City International Airport by erecting a second story. It is part of a long-range, demand-driven master plan. A new 9,000-square-foot State Police barracks, complete with auto maintenance shop, opens at the Farley Service Plaza. The electronic toll collection system now known as E-ZPass wins federal funding, and the Authority's administration joins the computer age for payroll and financial record-keeping.

**1995:** For the first time, an entire year passes without a single traffic fatality on the Expressway. ACY hosts the Aircraft Owners and Pilots Association's convention, during which an Air France supersonic Concorde landed and took off for two charity flights plus a Mach II demonstration flight over the ocean. Midlantic Jet Aviation, Inc., begins operations at ACY and announces plans to build a \$2-million maintenance shop.

**Sept. 27, 1995:** The bridge connecting the Expressway with Atlantic City streets is named for Dr. Joseph L. McGahn, a state senator and Absecon civic leader. Meanwhile, the bridge is expanded to five lanes.

**April 1, 1996:** With the expiration of a management use and occupancy agreement struck by the City of Atlantic City, the South Jersey Transportation Authority assumes full management control of Atlantic City International Airport.

**May 7, 1996:** Gov. Christine Todd Whitman cuts the ceremonial ribbon to open the expanded ACY terminal, which grew from 45,000 to 78,000 square feet under roof – and from three gates to seven, three of them elevated boarding bridges.

**Sept. 17, 1996:** A Deloitte & Touche management audit recommends consolidating Operations, Planning & Development, and Marketing into two departments – Expressway and Tourist Services. The Authority carries out the suggestion.

**Nov. 13, 1996:** Raytheon Aircraft Services signs a 25-year lease to build a \$5.9-million, 50,000-square-foot facility, where it will house and maintain business aircraft.

**1997:** Design and legal groundwork is laid for the \$330-million Atlantic City-Brigantine Connector, which also promotes \$1-billion growth in the city's Marina District. Work continues on preparing for E-ZPass with several trial runs of the electronic toll collection system. Toll revenue tops \$25 million.

**July 14, 1997:** Ground is broken for the Raytheon Aircraft Services facility.

**March 10, 1998:** The New Jersey Turnpike Authority, leading a consortium that includes the SJTA, signs an agreement with a contractor for installation of an electronic toll collection system.

**Nov. 4, 1998:** Groundbreaking signals the end of three years of spadework and the start of real earth-turning for the 2.3-mile-long Atlantic City-Brigantine Connector. Its immediate payoff in the Marina District has almost doubled to \$2 billion.

**Nov. 11, 1998:** The first E-ZPass customers are recorded on the Expressway toll-collection system, the first to go operational in New Jersey. A tag-holder from any E-ZPass system can pay a toll at any booth with an E-ZPass sign. By the end of the sixth week, E-ZPass accounts for 23.1 percent of the tolls collected at the Pleasantville Plaza.

**Nov. 30, 1998:** The South Jersey Transportation Authority collects its first \$2 toll at the Egg Harbor Plaza. For the first time since 1969, the Authority has had to raise tolls on the Atlantic City Expressway. The proceeds will fund a \$60-million capital improvements plan. Toll revenues top \$27.4 million.

**1998:** A banner year at Atlantic City International Airport. For the first time, passenger traffic tops 1 million, up more than 15 percent year-over-year. The South Jersey Transportation Authority assumes full responsibility for airfield operations from the Federal Aviation Administration.

**Sept. 29, 1999:** With Gov. Whitman presiding, ground is broken for the Cross Keys Interchange. Serving Gloucester and Winslow townships in Camden County and Washington Township in Gloucester County, it will be the first all-new interchange since the Expressway was completed in 1965.

**1999:** The first year under the new tolls regimen produces revenues of \$44,434,942.

E-ZPass usage grows to 28 percent of all transactions.

**July 31, 2001:** The Atlantic City-Brigantine Connector opens to traffic after a ceremony presided over by acting Gov. Donald DiFrancesco.

**Sept. 11, 2001:** The impact on Atlantic City International Airport is immediate, as elsewhere, but the Authority develops a campaign to restore confidence in the traveling public that lessens the long-term effects. Visible security measures are taken immediately. ACY was among the first airports in the nation to reopen under the heightened security regimen. Meanwhile, the Authority completed its \$12.5-million airport investment – runway repaving, centerline lights and two Precision Approach Path Indicators, plus a cable arrester system for the Air National Guard.

**Dec. 31, 2001:** Toll revenue, reflecting a three-month surge, reaches \$45,853,899, up 3.5 percent from the year before.

**Oct. 1, 2002:** Delta Comair begins service between ACY and its Cincinnati hub, from which connections can be made to 115 destinations around the world. In its 11th year at ACY, Spirit Airlines expanded its schedule to include flights to Detroit, Denver, Las Vegas and Los Angeles.

**Aug. 1, 2002:** The Transportation Security Administration assumes responsibility for airport passenger screening. Other security enhancements include three miles of 10-foot fencing and closed circuit video cameras at remote-controlled gates to be controlled at the Operations Center.

**2002:** Visit trips to Atlantic City via the Expressway grow 5 percent to 24.68 million. The Authority opens its 350-space parking lot on Mississippi Avenue, bringing total spaces under SJTA management to 1,875. Toll revenue jumps to \$48,532,827.

**April 15, 2003:** A Memorial Park, a circular garden at the Farley Travel Plaza, is dedicated to State Police and SJTA personnel who have lost their lives in the performance of their duties.

**May 2003:** HMS Host completes a \$5-million, 15,000-square-foot building at Farley to house fast-food restaurants, a gift shop and a visitors' center.

**October 2003:** The Huron Avenue ramp is completed, opening access from the Connector to the Trump Marina Casino Hotel and the Borgata Casino and Spa. The Trump Organization paid half the costs.

**November 2003:** The SJTA exercises its contractual option to assume control of airport parking and plans to build a parking garage.

**2003:** The Airport adds two new loading bridges at Gates 2 and 5. Passenger traffic rises on scheduled airlines by 17.2 percent year over year. Total count tops 1 million, the second largest number in ACY history.

**Jan. 1, 2004:** The Authority assumes direct responsibility for operating the New York Avenue parking garage in Atlantic City. The Transportation Services Division is added to the Authority's economic outreach. Its mission is to bring workers who cannot afford private vehicles to employers that need them. Plans are to expand the mission to support economic activity in Atlantic City.

**May 2004:** Express E-ZPass is inaugurated at the Pleasantville toll plaza, giving motorists two lanes in each direction for near-highway speed electronic toll collection. The refurbished and expanded Frank S. Farley Service Plaza reopens on the same day as the annual Safety Day event. HMS Host greatly expands its fast-food offerings. Safety Day is a well publicized promotion designed to instill safe driving habits among the millions who drive the Expressway.

**2004 at ACY:** Construction begins of Taxiway "P" at Atlantic City International Airport. When completed in the fall of 2005, this second taxiway will give airport operations more flexibility and also accommodate planned terminal expansion. ACY adds 300 seats for passengers waiting for flights. Parking at ACY is expanded from 1,700 paved spaces with a 1,000-space overflow lot that will include separate employee parking. A customer service desk opens, from which "Travel Ambassadors" deal with passenger concerns – handicapped access and ground transportation. Instrument Landing capability is installed at the end of Runway 31, giving the ACY ILS at both ends of the main runway.

**2005 at ACY:** The Authority broke ground at the Airport on an 18-month project to create a more efficient baggage handling and screening process. It also will improve foot traffic in the terminal by adding a second escalator, giving arriving passengers one-way down access to baggage claim, while departing travelers will have one-way up access to flight gates.





