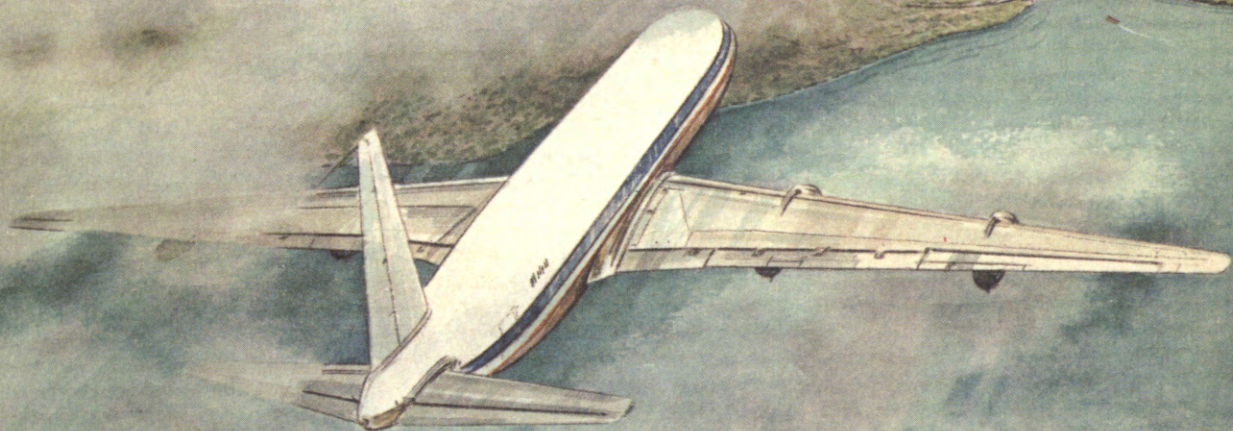


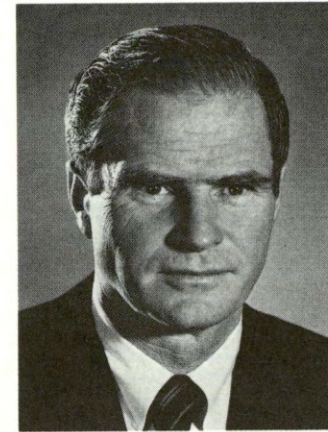
THE PORT AUTHORITY OF NY & NJ

1975 Annual Report

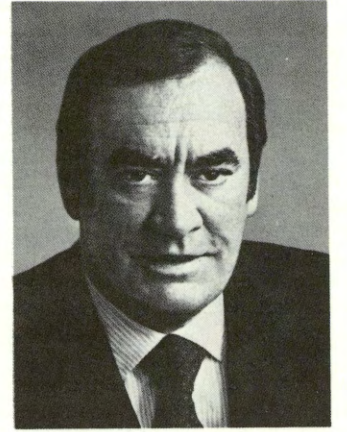
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Honorable Brendan T. Byrne,
Governor of the State of New Jersey



Honorable Hugh L. Carey,
Governor of the State of New York

Honorable Brendan T. Byrne, Governor,
State of New Jersey
Honorable Hugh L. Carey, Governor,
State of New York

Your Excellencies:

In accordance with the Port Compact of 1921, I am pleased to submit to you and to the Legislatures of the States of New Jersey and New York the 1975 Annual Report of The Port Authority of New York and New Jersey.

Respectfully yours,

William J. Ronan
Chairman

THE PORT AUTHORITY OF NY & NJ

1975 Annual Report

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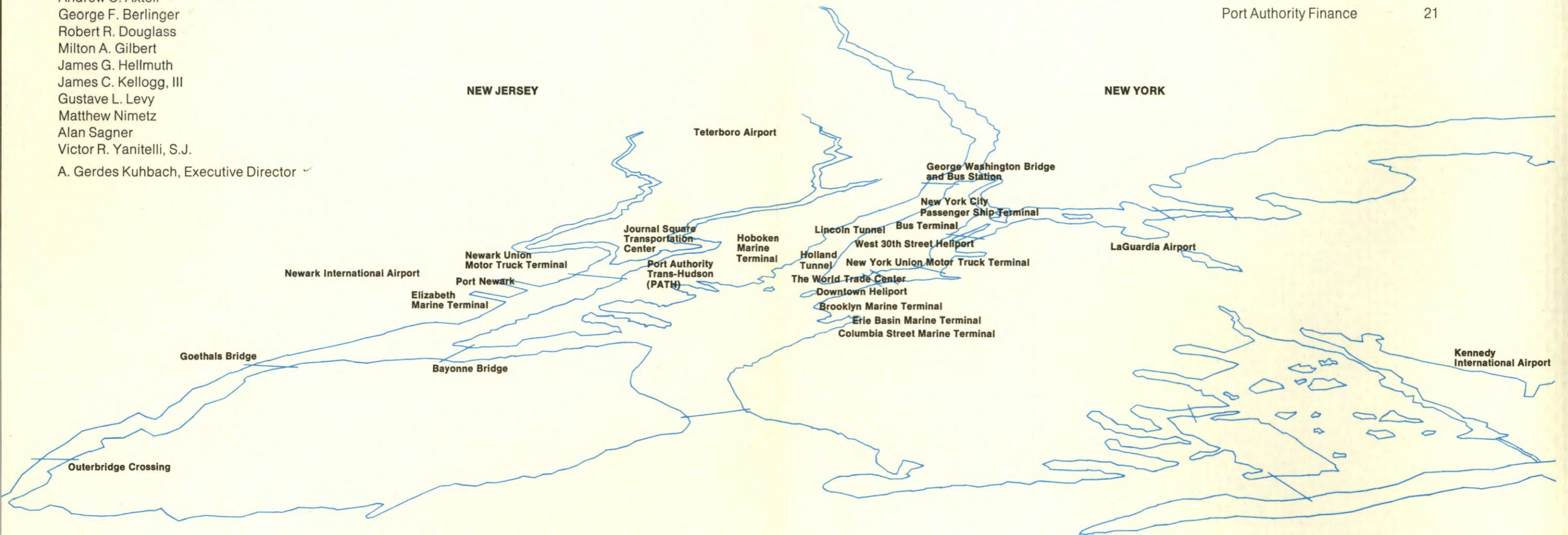
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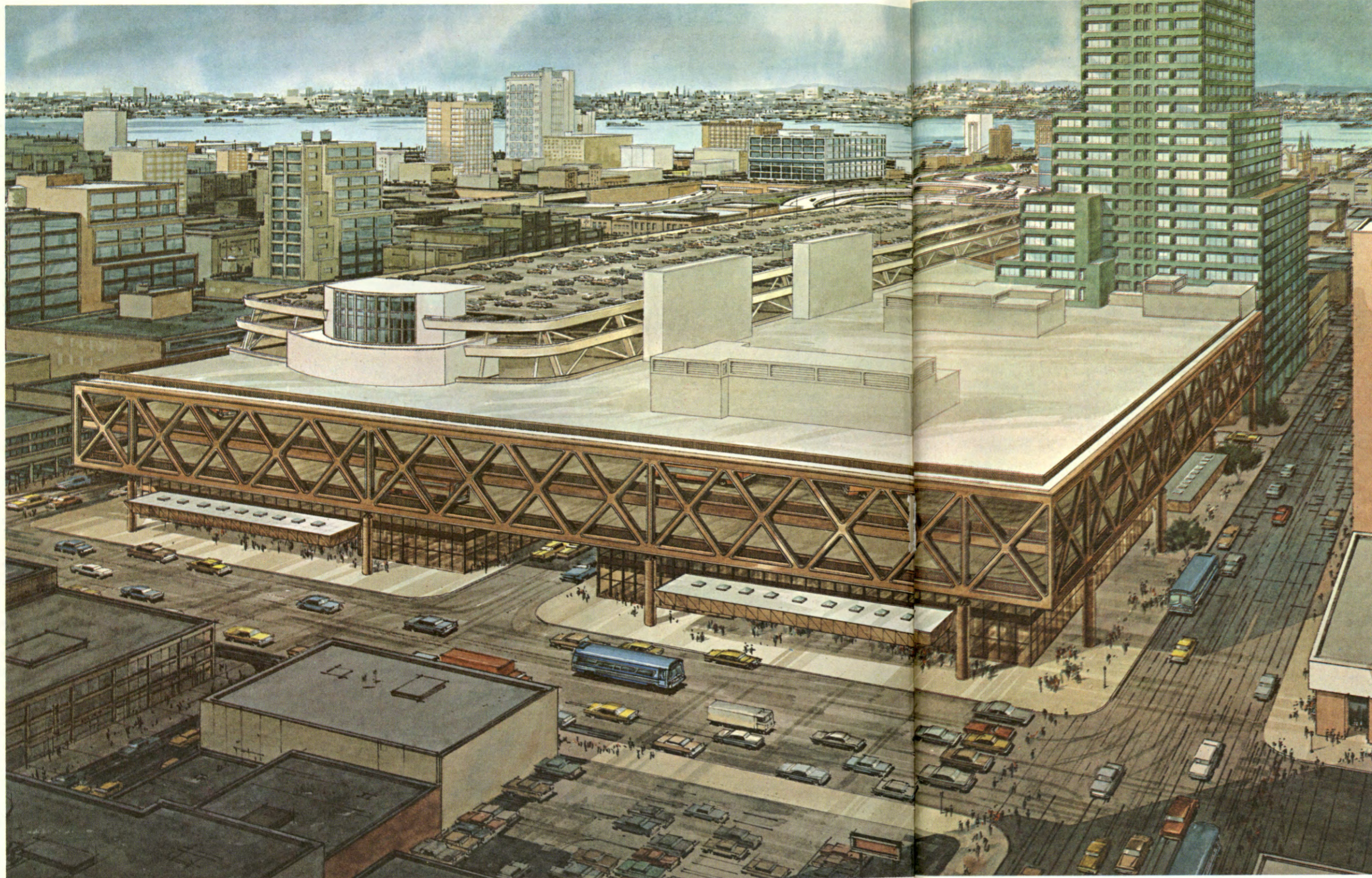
Commissioners

William J. Ronan, Chairman ✓
W. Paul Stillman, Vice Chairman
Andrew C. Axtell
George F. Berlinger
Robert R. Douglass
Milton A. Gilbert
James G. Hellmuth
James C. Kellogg, III
Gustave L. Levy
Matthew Nimetz
Alan Sagner
Victor R. Yanitelli, S.J.
A. Gerdes Kuhbach, Executive Director ✓

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The Port Authority: An Overview

The Port Authority of New York and New Jersey, created in 1921 by a compact between the two states, develops and operates terminal, transportation and other facilities of commerce, and initiates projects in the general fields of transportation and world trade insofar as they protect and promote the well-being of the New York-New Jersey Port District.

The compact envisions the Port Authority as financially self-sustaining. The agency has power neither to pledge the credit of either state or any municipality nor to levy taxes or assessments.

The Port Authority undertakes only those projects authorized by the two states.

The governor of each state appoints six of the twelve commissioners who comprise the Port Authority's governing Board of Commissioners for six year overlapping terms, subject to confirmation by the state's senate. Each governor has the power to veto the actions of the commissioners from his state.

The commissioners, serving as public officials without compensation, set Port Authority policy and appoint an Executive Director to effect it. The board also appoints the General Counsel, legal adviser to the board and the Executive Director.

The Executive Director manages the day-to-day operation of the agency's 26 facilities and guides proposals to the point of presentation to the Board of Commissioners. He also directs his line and staff departments, composed of over 7,800 career personnel, to plan and develop recommendations to the two states and the federal government to increase and expedite Port District commerce.

The Port Authority Year

Economic viability of the Port District and further development of public transportation facilities in the region were the central themes of Port Authority activity in 1975.

Despite the New York-New Jersey region's deep fiscal difficulties, complicated by a declining population, uncertain employment forecasts and unanswered questions of federal financing, the Port Authority dedicated one major mass transportation project this year and started construction on another, one on each side of the Hudson

River. The PATH Journal Square Transportation Center, dedicated October 16, is now in full operation in Jersey City as one of the largest public transportation facilities in the nation and as a national prototype of a bus-rail-car multimodal project. In midtown New York, at the Port Authority Bus Terminal, celebrating its 25th year as the busiest mass transportation center in the world, a ceremony on September 11 marked the start of construction to modernize and extend it. The new unified structure will increase capacity by approximately 50 percent.

The Port Authority also continued its program of improving its air, marine, bus and truck terminals, and its public transportation and world trade facilities that already serve the New York-New Jersey Port District.

To finance the bus terminal construction and to prepare to finance other mass transportation projects, as well as to weight the individual traveler's choice in favor of public transportation, the Port Authority made an historical revision to one of its key revenue sources. On May 5, for the first time in 48 years, the tolls on its tunnels and bridges were increased by approximately 50 percent for all except buses and those who form carpools. (At year-end, a proceeding was pending before the Federal Highway Administrator to determine the reasonableness and justness of the new toll schedule under applicable federal law.)

The major rail transportation project to extend PATH into the Plainfield Corridor, for which the State of New Jersey and PATH had submitted a grant application for \$278 million in federal aid, was rejected "without prejudice" by the Urban Mass Transportation Administrator on December 19. By year end the New Jersey Department of Transportation and the Port Authority were investigating new proposals and courses of action to achieve the necessary federal funding.

Federal funding is also necessary for the rail improvement program authorized by the states in 1972 and 1973 to provide direct rail service to Penn Station, New York by connecting Erie Lackawanna Railway tracks to the Penn Central's. Planning, design and engineering studies for the project, conducted by the Port Authority, progressed toward completion in 1975.

No formal applications for federal aid had yet been made for the Kennedy International Airport rail link to Manhattan, pending a full financial determination of how the project can be supported. In the meantime, contract plans and specifications have been completed for all off-

airport work and for cross-airport rail alignment into the airport's central terminal area. Functional planning and preliminary engineering design have also been completed for Penn Station, New York, and for the airport's rail terminal.

The Port Authority also sought low capital intensive methods of achieving improvements to existing transportation facilities, in accordance with national goals. In the past year the Port Authority engaged in the promotion of carpooling through computer matching, completed plans for permanent traffic controls on the Exclusive Bus Lane and organized the expansion of the Staggered Work Hours Program where applicable in the Port District.

The Port Authority worked throughout the year with the federal agencies, ConRail and others involved in the reorganization of the northeast railroads to formulate operating plans favorable to the Port District and to ensure meaningful rail competition in the region.

To contribute to the solution of regional problems, the Port Authority participated in the activities of such boards and commissions as:

- ... The New Jersey Capital Needs Commission to evaluate the long-term capital needs of the state.
- ... The New Jersey Economic Recovery Commission, concerned with recommendations for stimulating the state economy.
- ... New York's Task Force on Unemployment to develop methods of reducing the state's unemployment.
- ... The Staggered Work Hours Program which, primarily with Port Authority initiative, was developed in Lower Manhattan and expanded into midtown Manhattan.

Federal, state and municipal governments sought the Port Authority this year in increasing recognition of its technical planning and engineering assistance as a major community resource:

- ... At the request of New York City, in anticipation of the introduction of new passenger ferries, the Port Authority proposed ways to improve the commuter passenger flow through the Staten Island-Manhattan ferry terminals, short of the costly alternative of reconstruction.
- ... The Port Authority is preparing the environmental impact statement and engineering design work for the proposed Liberty State Park, at the request of the New Jersey Environmental Protection Agency.
- ... The Federal Aviation Administration and the Federal

Maritime Administration have enlisted Port Authority assistance to determine for the former the effects of reduced nighttime operations if they were to be imposed at airports and, for the latter, to assess the impact of ports on the economy and commerce of the nation.

... In cooperation with the Hackensack Meadowlands Development Commission, the Port Authority is preparing a report on the transportation facilities needed to connect the Hackensack Meadowlands with Manhattan and other regional centers.

Recognition that the depth and duration of the Port District's economic problems stem in large measure from a two-decade decline in manufacturing firms and jobs led the Port Authority to consider the feasibility of renewing core-city and rehabilitated waterfront land as industrial parks, under conditions that would once again attract manufacturing firms to locate and invest in the region. The feasibility study, completed by the end of the year, offers approaches to a program of acquiring, planning, building and marketing industrial sites in core cities in cooperation with the two states and selected communities.

An industrial park program, if designed successfully enough to attract manufacturing industries to the Port District, would reopen the market for manufacturing jobs, offer new opportunities to secondary enterprises and add those commodities manufactured for export to the port's commerce.

To assure the continued availability of adequate harbor anchorages and channels, the Port Authority, with the support of numerous local organizations, was successful in obtaining federal funding considerably in excess of original federal budget recommendations.

To promote and publicize the unique attributes and advantages of the port, the Port Authority published "Oceanborne Foreign Trade: Lifeblood of the Port," the first detailed description of the port's sources of exports and imports and the modes of inland transportation utilized in hauling cargo to and from the port.

In keeping with national and regional needs, the Port Authority continued to conserve energy and protect the environment at all its tunnels and bridges, airports, terminals, PATH and the World Trade Center, maintaining in 1975 the savings in energy of almost 15 percent that was achieved during the height of the energy crisis in 1974.

Aviation

Air passenger traffic through the Port of New York, though below 1974 totals, began to show signs of recovery during the last quarter of 1975.

The Port Authority undertook to increase air travel through the Port District, in addition to a domestic promotional program begun in 1974, by developing a new program to promote its airports as the nation's foremost gateway for overseas visitors during the Bicentennial year.

Among other measures taken to increase air travel, particularly through Newark International Airport, was the inauguration of a regularly scheduled airport coach service

Air Terminals at a Glance

Totals at the Three Major Airports

Plane Movements	766,000
Passenger Traffic	38,928,000
Cargo—Tons	1,129,000
Revenue Mail—Tons	207,000
Total Employment	53,914

Kennedy International Airport

Plane Movements	301,000
Passenger Traffic (total)	19,476,000
Domestic	9,677,000
Overseas	9,799,000
Cargo—Tons	966,000
Total Employment	39,452

LaGuardia Airport

Plane Movements	299,000
Passenger Traffic	13,186,000
Cargo—Tons	51,000
Total Employment	8,542

Newark International Airport

Plane Movements	166,000
Passenger Traffic	6,266,000
Cargo—Tons	112,000
Total Employment	5,920

Cumulative PA Investment in Air Terminals

(In Thousands)	\$1,290,270
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from lower Manhattan, the first such service to any of the three metropolitan airports. To help ease the unanticipated burden of a recession year on the scheduled air carriers at Newark International Airport, supplemental agreements were authorized to defer payment of a part of their fuel and flight fees.

To improve the environment in the vicinity of its airports, the Port Authority:

- ... continued to work with the aviation industry on a nighttime runway selection program to reduce the exposure of airport neighbors to aircraft noise during sleeping hours.

- ... developed a system to convert airport runoff wastes to effluents acceptable to Newark's and New York City's sanitary discharge systems.

- ... continued its campaign to have the federal government require the retrofit of older jet aircraft to reduce noise.

Among operating improvements made at the airports were:

- ... completion of the installation of all-weather guidance systems on runways at all three airports to permit aircraft landings in visibilities as low as a quarter of a mile.

- ... simulated aircraft disaster drills to improve coordination among Port Authority and city emergency agencies.

- ... purchase of larger and more efficient fire fighting trucks for the emergency vehicle fleets at each airport.

- ... at Kennedy International Airport, American Airlines laid foundations for new Customs facilities for the clearance of cargo; Northwest Airlines finished converting two hangars to cargo use; and Trans Mediterranean Airlines moved its cargo operation to Hangar 5.

- ... completion and operation of all five levels of the eastern half of LaGuardia Airport's multi-level parking garage, and the laying of foundations for the western half.

- ... LaGuardia's new larger fuel storage system, fed by jet fuel pipelines from refineries and receiving tanks at Linden, New Jersey.

- ... Newark International Airport's new administration building, completed in 1975 and now in full operation.

- ... A new International Arrivals Center in the North Passenger Terminal at Newark International Airport to provide federal inspection services for international flights.

- ... A new control tower, completed and put into opera-



tion by the Federal Aviation Administration on the east side of Teterboro, an airport operated for the Port Authority by Pan American World Airways under a long-term lease agreement. The old tower was dedicated as an aviation museum.

The protection and promotion of the port's competitive position involved the Port Authority in eight air rate and route proceedings before the Civil Aeronautics Board. Four were resolved in line with Port District interests and four are still pending.

Marine Terminals

A drop in general cargo tonnages at the Port Authority's six marine cargo terminals in 1975 was directly attributable to the economic recession.

An agreement between the Port Authority and New York City in March 1975 imposed a 10-year moratorium on construction of additional container berths by either party. The Port Authority and the city agreed to cooperate in a joint program to create incentives for the attraction of new types of cargo to the port.

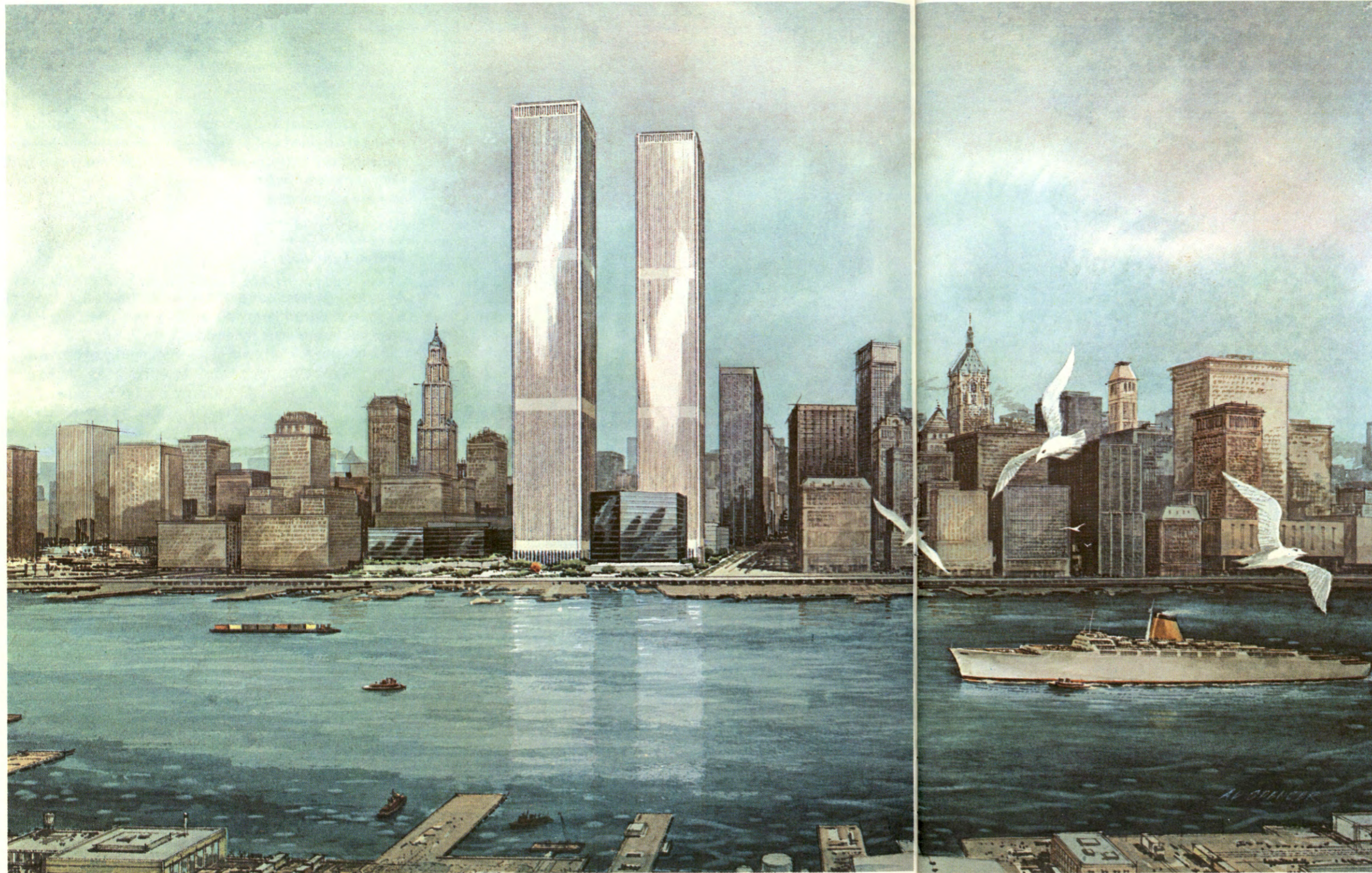
More than 433,000 passengers on 317 ships used the New York City Passenger Ship Terminal, opened in November 1974 and operated by the Port Authority on behalf of the city. In cooperation with Holland America Cruises, American Airlines and the Waldorf Astoria Hotel, the Port Authority tested a promotional program in the Cleveland area to stimulate cruise travel through the New York-New Jersey port. The success was such that the Waldorf Astoria Hotel developed its own program of packaging pre- and post-cruise New York holidays in conjunction with all cruises offered from the port.

Marine Terminals activities included:

...the modification of Berths 52 through 60 at the Elizabeth Marine Terminal to accommodate the side-loading roll-on roll-off vessels of the Puerto Rico Maritime Shipping Authority.

...the opening by Maersk Line of its new modern 45-acre terminal at Berth 51 at Port Newark in August.

...the dedication by S. S. Kresge, third largest department store company in the country, of its new 419,600 square foot distribution center at Port Newark. The center will receive and control the distribution of im-



Marine Terminals at a Glance

All Terminals	
Ship Arrivals	3,583
General Cargo (Long Tons)	11,581,036
Total Employment	8,990
Estimated Total Payroll	\$98,184,000

New Jersey Marine Terminals	
Ship Arrivals	2,198
General Cargo (Long Tons)	10,094,932
Total Employment	6,261
Estimated Total Payroll	\$67,053,000

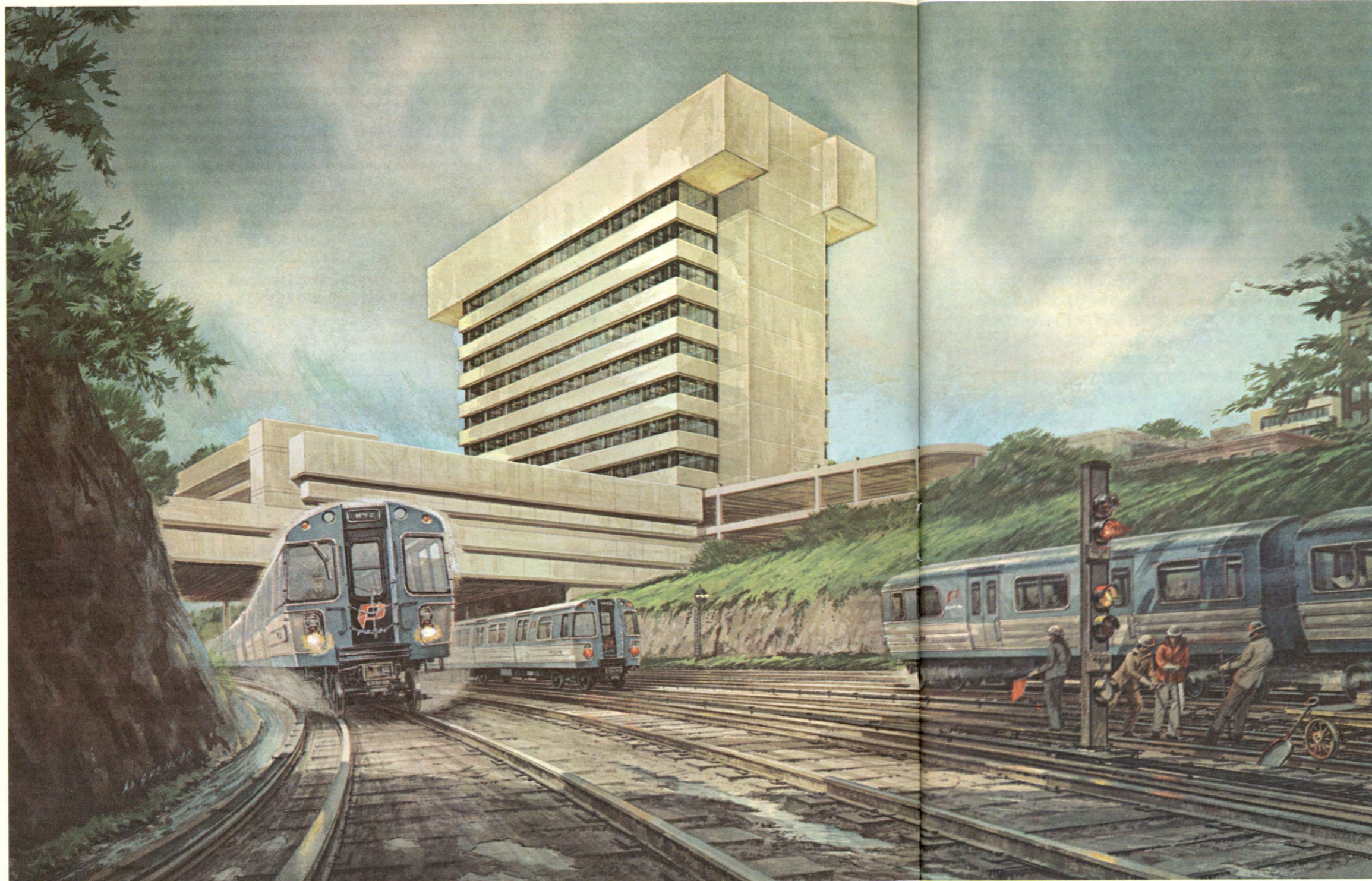
New York Marine Terminals	
Ship Arrivals	1,385
General Cargo (Long Tons)	1,486,104
Total Employment	2,729
Estimated Total Payroll	\$31,131,000

Cumulative PA Investment in Marine Terminals	(In Thousands)
	\$516,163

ported merchandise to all its northeastern retail stores. ... the development by the Port Authority of a computer model that simulates a marine terminal in operation, by which terminal operators, stevedores and ocean carriers may design present and future operational strategies within their container terminals without disrupting daily activities. Within minutes the computer can program days and weeks of loading, unloading and storing containers being interchanged ship-to-shore-to-truck in all combinations and quantities.

PATH

The Journal Square Transportation Center, situated on an eight-acre site in the heart of Jersey City and now serving 74,000 PATH and bus passengers each weekday, comprises a new PATH rail rapid transit station with capacity for longer trains, an off-street bus station, an auto parking garage, the PATH Administration Building and a new Operations Control Center for the PATH rail system. The new bus station, operated by the Terminals Department, was opened in April, and the two-level parking gar-



age above the bus station, with 618 parking spaces for commuters and shoppers, opened in September. Portions of the new PATH station had been opened in 1973 and the PATH Administration Building in 1974.

Built by PATH at a cost of \$87 million, over \$39 million of which constitutes grants from the Urban Mass Transportation Administration, the center was designed as the focal point of Jersey City's plan for the revitalization of the Journal Square commercial area. An open house held October 18 in celebration of the center's dedication brought an estimated 10,000 people from the surrounding community and the wish of Jersey City's mayor that a municipal services fair, held in the center in conjunction with the dedication, become an annual event. The center's plaza has already been used as a site for public assembly.

PATH carried over 38 million passengers in 1975, representing over 70 percent of New Jersey passengers entering New York City by rail.

PATH's operation was conducted with an on-time system record of 97.6 percent for the year.

The Port Authority has now invested over \$251 million in the acquisition, rehabilitation and modernization of the 14-mile rail system. Cumulative operating deficits, calculated in accordance with Interstate Commerce Commission regulations, totaled nearly \$220 million since 1962.

Work continues on the new Operations Control Center at Journal Square to provide consolidated power, signal and communications control for the entire PATH system.

Through the fare modernization program, all PATH's thirteen stations have now been converted to exact-change facilities. Remote television monitoring of fare control and platform zones is now in effect at nine stations, with the remaining four to be so equipped by late 1976.

PATH continued, through community programs, patron publications and other marketing concepts, to build its off-peak traffic.

Terminals

Construction began in September on a four-year \$160 million project to expand the Port Authority Bus Terminal by about 50 percent to meet a traffic volume now exceeding 200,000 commuter and long-distance bus passengers a day, arriving and departing on 7,000 buses.

Terminals at a Glance

All Terminals

Passengers	71,000,000
Bus Movements	2,550,000
Total Employment	4,370

Bus Terminal

Passengers	60,000,000
Bus Movements	2,144,000
Total Employment	3,810

George Washington Bridge Bus Station

Passengers	11,000,000
Bus Movements	406,000
Total Employment	560

Cumulative PA Investment in Terminals

(In Thousands)	\$101,721
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The terminal will be extended, level for level, into that half of the block between 41st and 42nd Streets fronting Eighth Avenue. All facilities will be modernized in the old section to be compatible with those to be installed in the new, with air-conditioning for all patron areas and an open architectural design for the bus operation area. A new Lincoln Tunnel underpass approach will be built below West 41st Street and Ninth Avenue, and new underground passenger access will be opened to the New York City subway system.

At the New York Union Motor Truck Terminal, United Parcel Service, the principal tenant, continued its multi-million dollar rehabilitation and modernization of its premises as a parcel sorting and distributing center. The principal tenant and operator of the Newark Union Motor Truck Terminal, REA Express, was declared bankrupt and had almost terminated activities at the terminal by year-end.

Tunnels and Bridges

The upper deck roadway of the George Washington Bridge is being prepared for a major reconstruction, the first since the bridge was built and opened in 1931. Care-

Tunnels and Bridges at a Glance

(Eastbound Traffic In Thousands)

All Crossings

Automobiles	70,877
Buses	1,647
Trucks	7,937
Total Vehicles	80,461

George Washington Bridge

Automobiles	34,842
Buses	264
Trucks	3,166
Total Vehicles	38,272

Lincoln Tunnel

Automobiles	13,764
Buses	1,272
Trucks	1,714
Total Vehicles	16,750

Holland Tunnel

Automobiles	8,837
Buses	45
Trucks	1,705
Total Vehicles	10,587

Staten Island Bridges

Automobiles	13,434
Buses	66
Trucks	1,352
Total Vehicles	14,852

Cumulative PA Investment in Tunnels and Bridges

(In Thousands)	\$544,998
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ful planning, including modification of certain approaches to the bridge and of the toll booths on the lower level, will minimize delays during the two-year construction period, due to begin in 1977.

The Port Authority upgraded its tunnel and bridge facilities in 1975 through such projects as:

... a new \$9 million seven-lane toll plaza, with a field operations building, opened on the Staten Island side of the Outerbridge Crossing in October. The plaza was built in anticipation of increased traffic on the metro-

politan area's southern bypass route once New York State completes the West Shore Expressway to the bridge, now estimated for 1976.

... the Outerbridge Crossing's new median barrier, completed in December.

... a new maintenance safety catwalk installed on the New York viaduct of the Goethals Bridge.

... continuation of the major electrical rehabilitation of the Lincoln Tunnel, with most low-voltage distribution system equipment now installed.

In the area of research:

... a new latex concrete pavement was tested on active roadways of the George Washington and Bayonne Bridges and the Lincoln Tunnel.

... the Port Authority readied the Lincoln Tunnel approaches for field tests of automatic monitoring and recording equipment to permit commuter bus traffic to enter the tunnel nonstop.

... development was begun on a prototype to field test a new computerized tolls registration system for use at all crossings.

World Trade

More than 700 tenants representing over 60 nations had leased 7,225,000 square feet in the World Trade Center by the end of 1975.

The Port Authority renewed the leases of 22 of its first World Trade Center tenants, more than half of whom had not only negotiated new leases by year-end but expanded their space as well. An additional 25 tenant firms had requested renewal of their leases, negotiations on which were in progress by the end of the year. Among those who renewed for terms of five years or more were Brandon's Shipper & Forwarder, Inc., Nedlloyd, Inc., E. I. Dupont De Nemours and Co., which expanded its space by a third, and the Port of LeHavre, which doubled its space.

The year's World Trade Center construction highlights include:

... the Observation Deck on the 110th floor of Two World Trade Center, with an exhibit of the history of trade, opened to the public December 15. An escalator provides access to a protected open-air rooftop viewing

promenade. The enclosed deck on the 107th floor houses a gift shop and, in 1976, will offer snack bar service.

... the foundation, superstructure and curtain wall of the Southeast Plaza Building, which, with the official address of Four World Trade Center, will be the new marketplace for the trading of commodities in the port.

... the World Trade Club and restaurant on the 107th floor of One World Trade Center, due to open in the spring of 1976, along with the major restaurants located on the concourse adjacent to PATH Square.

... thirteen new consumer shops and services for the convenience of the center's growing tenant and visitor population.

... the IRT subway entrance at Vesey Street and the permanent entrance for the IND. Construction of the concourse entrance to the IRT was begun, with expected completion early in 1976.

During the year, the World Trade Institute, the center's education arm, offered 218 seminars and courses of international concern to more than 3,700 participants. Among the most prominent seminars were those on the Foreign Trade Act of 1974, trade with the People's Republic of China, and Middle Eastern trade and distribution problems. Thirty-one courses were also offered by the Evening School of World Trade, and the Language School held 105 classes in English, Chinese, Hindi and the European languages for 700 participants.

The World Trade Centers Association, the principal organization fostering international trade, now numbers 90 members in 40 countries. There are now 16 centers in operation around the world, with 7 under construction and at least 20 more in various stages of planning.

The Port Authority's Trade Development team, working from trade development offices in the United States and abroad, continued its program of assistance on transportation information and port facilities, providing service to over 11,000 shippers and receivers in 73 states and foreign countries.

As a protection of the port's competitive position, the Port Authority participated in seven proceedings before the Interstate Commerce Commission and twelve others before the Federal Maritime Commission in 1975. Of the 19 cases, one was resolved during the year; the balance remain in litigation.

THE PORT AUTHORITY OF NY & NJ

Board of Commissioners

William J. Ronan, Chairman
W. Paul Stillman, Vice Chairman
Andrew C. Axtell
George F. Berlinger
Robert R. Douglass
Milton A. Gilbert
James G. Hellmuth
James C. Kellogg, III
Gustave L. Levy
Matthew Nimetz
Alan Sagner
Victor R. Yanitelli, S.J.



William J. Ronan
Chairman



W. Paul Stillman
Vice Chairman



Andrew C. Axtell



George F. Berlinger



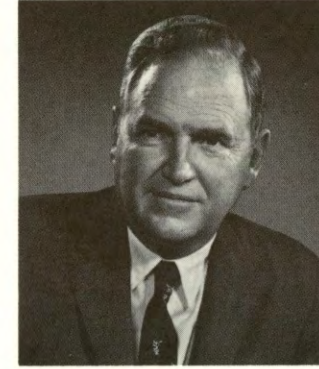
Robert R. Douglass



Milton A. Gilbert



James G. Hellmuth



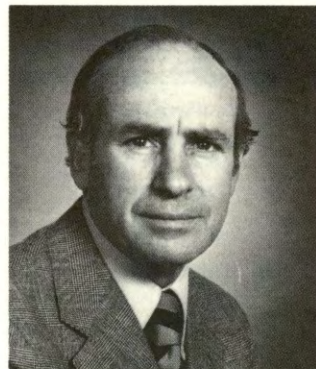
James C. Kellogg, III



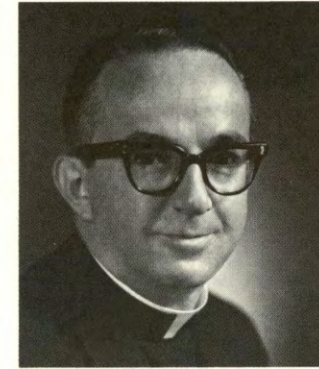
Gustave L. Levy



Matthew Nimetz



Alan Sagner



Victor R. Yanitelli, S.J.

Officers and Department Directors

A. Gerdes Kuhbach, Executive Director

Robert F. Bennett, Comptroller
Patrick J. Falvey, General Counsel
Edward C. Gallas, Director of Personnel
Louis J. Gambaccini, Director of Rail Transportation
Roger C. Gilman, Assistant Executive Director
Daniel L. Kurshan, Director of Administration
Doris E. Landre, Secretary
Alexander Leslie, Treasurer
Albert F. Moncure, Director of General Services
Rino M. Monti, Chief Engineer
Edward S. Olcott, Director of Planning & Development
Caesar B. Pattarini, Director of Aviation
Jack Rosen, Director of Terminals
Dr. Bernard Schuman, Medical Director
Harvey Sherman, Director of Management Services
Charles H. Taylor, Director of Tunnels & Bridges
John Tillman, Director of Public Affairs
Anthony J. Tozzoli, Director of Marine Terminals
Guy F. Tozzoli, Director of World Trade
Carl M. Wahlberg, Director of Finance



A. Gerdes Kuhbach
Executive Director

**Commissioners of The Port Authority
of New York and New Jersey**

1921-1975

Eugenius H. Outerbridge, N.Y., 1921-1924
(Chairman, Apr. 25, 1921 to Mar. 27, 1924)
President, Harvey & Outerbridge, Inc.

J. Spencer Smith, N.J., 1921-1923
(Vice Chairman, Apr. 25, 1921 to July 1, 1923)
President, Tenafly Trust Company of New Jersey

Alfred E. Smith, N.Y., 1921-1923
Governor of New York (1919-1920 and 1923-1928)
Democratic candidate for President of United States (1928)

Frank R. Ford, N.J., 1921-1924
Member, Ford, Bacon & Davis

Lewis H. Pounds, N.Y., 1921-1924
(Vice Chairman, Apr. 16, 1924 to June 30, 1924)
President, Borough of Brooklyn (1913-1917)

DeWitt Van Buskirk, N.J., 1921-1924
(Vice Chairman, July 18, 1923 to Apr. 16, 1924; Chairman, Apr. 16, 1924 to November 19, 1924)
President, Mechanics Trust Company of New Jersey

John F. Galvin, N.Y., 1923-1933
(Vice Chairman, Nov. 19, 1924 to July 12, 1928; Chairman, July 12, 1928 to October 19, 1933)
President, Metal Stamping Company

Julian A. Gregory, N.J., 1923-1926
(Chairman, Nov. 19, 1924 to May 20, 1926)
Senior member, Gregory, Stewart & Montgomery

Otto B. Shulhof, N.Y., 1924-1927
President, Dualite Electric Lamp Corp.

Frank C. Ferguson, N.J., 1924-1945
(Vice Chairman, July 12, 1928 to Sept. 6, 1934; Chairman, Sept. 6, 1934 to Feb. 8, 1945)
Chairman of the Board, Ampere Bank & Trust Company

Herbert K. Twitchell, N.Y., 1924-1928
Chairman of the Board, Chemical National Bank

Schuyler N. Rice, N.J., 1924-1932
Assistant Secretary, Denver and Rio Grande Railroad

George S. Silzer, N.J., 1926-1928
(Chairman, May 27, 1926 to June 30, 1928)
Governor of New Jersey (1923-1926)

Howard S. Cullman, N.Y., 1927-1969
(Vice Chairman, Sept. 6, 1934 to Feb. 8, 1941; Chairman, Feb. 8, 1945 to May 12, 1955)
President, Cullman Bros. Inc.

William C. Heppenheimer, N.J., 1928-1933
Chairman, The Trust Company of New Jersey

John F. Murray, N.Y., 1928-1937
Partner, John F. Murray & Company

Joseph G. Wright, N.J., 1930, 1934
Vice President and Treasurer, Equitable Mortgage Securities Co., Inc.

John J. Pulleyn, N.Y., 1930-1946
Chairman, Emigrant Industrial Savings Bank

George deB. Keim, N.J., 1930-1941
Chairman, New Jersey World's Fair Commission

Alexander J. Shamburg, N.Y., 1930-1941
Exporter

George Rathbone Dyer, N.Y., 1930-1934
(Chairman, Oct. 19, 1933 to Aug. 31, 1934)
Senior Partner, Dyer, Hudson & Company

Ira R. Crouse, N.J., 1931-1939
President, Crouse Lumber Company

John J. Quinn, N.J., 1932-1936
Member, Quinn & Doremus

Rudolph Reimer, N.Y., 1933-1934
Director and President, Harry Blinn Coal Company

John Milton, N.J., 1933-1939
United States Senator (1938)

Joseph M. Byrne, Jr., N.J., 1934-1953
(Vice Chairman, Feb. 8, 1945 to May 12, 1953)
Chairman, Joseph M. Byrne Company

Charles S. Whitman, N.Y., 1935-1942
Governor of New York (1915-1918)

Joseph A. Bower, N.J., 1936-1938
Executive Vice President, Chemical Bank and Trust Company

Michael F. Walsh, N.Y., 1937-1938
Secretary of State, State of New York (1939-1942)

John Borg, N.J., 1938-1945 and 1948-1953
Chairman of the Board and Publisher, *Bergen Evening Record*

Frank J. Taylor, N.Y., 1938-1949
President, American Merchant Marine Institute

Raymond M. Greer, N.J., 1939-1945
Partner, Boyce, Hughes & Farrell

Frank Dorsey, N.J., 1940-1944
Mayor, Perth Amboy, N.J. (1917-1923, 1926-1934)

James W. Costello, N.J., 1941-1943
Chief Engineer, City of Newark

Eugene F. Moran, N.Y., 1942-1959
(Vice Chairman, Sept. 5, 1955 to Apr. 9, 1959)
Chairman, Moran Towing & Transportation Co., Inc.

Charles S. Hamilton, N.Y., 1942-1960
President, Andrew W. Mellon Foundation

Arthur Walsh, N.J., 1934-1947
Executive Vice President, Thomas A. Edison, Inc.

Bayard F. Pope, N.Y., 1944-1955 and 1959-1967
(Vice Chairman, May 12, 1955 to July 1, 1955)
Director, Marine Midland Corporation

Howard R. Cruse, N.J., 1945-1948
Partner, Cruse, Becker & Longstreet

Donald V. Lowe, N.J., 1945-1969
(Vice Chairman, May 12, 1953 to May 12, 1955; Chairman, May 12, 1955 to April 9, 1959)
President, Lowe Paper Company

E. Palmer Armstrong, N.J., 1945-1952
President and Director, Keyport Banking Company

Frank D. Abell, N.J., 1945-1951
Chairman, First National Iron Bank, Morristown, N.J.

S. Sloan Colt, N.Y., 1946-1968
(Chairman, April 9, 1959 to April 11, 1968)
Chairman of the Board, Bankers Trust Company

Horace K. Corbin, N.J., 1948-1960
(Vice Chairman, April 9, 1959 to February 5, 1960)
Vice President and Director, Fidelity Union Trust Company

Charles H. Sells, N.Y., 1949-1958
Superintendent of Public Works, State of New York

John F. Sly, N.J., 1951-1955
Professor, Princeton University School of International Affairs

Jess Harrison Davis, N.J., 1952-1959
President, Stevens Institute of Technology

David Van Alstyne, Jr., N.J., 1953-1955
President and Treasurer, Van Alstyne, Noel & Co., Inc.

Dow H. Drukker, Jr., N.J., 1953-1958
Publisher, *The Herald-News of Passaic*

N. Baxter Jackson, N.Y., 1955-1963
Chairman of the Board, Chemical Corn Exchange Bank

James C. Kellogg, III, N.J., 1955-
(Vice Chairman, February 11, 1960 to April 11, 1968;
Chairman, April 11, 1968 to May 2, 1974)
Senior Partner, Spear, Leeds & Kellogg

Thorn Lord, N.J., 1955-1960
United States Attorney, State of New Jersey (1943-1945)

Joseph A. Martino, N.Y., 1958-1968
(Vice Chairman, April 11, 1968 to November 27, 1968)
Chairman of the Board, National Lead Company

John J. Clancy, N.J., 1958-1970
Senior Partner, Clancy & Hayden

Robert F. McAlevy, Jr., N.J., 1959-1964
Member, New Jersey State Assembly (1935-1936)

Alexander Halpern, N.Y., 1960-1970
Partner, Prose, Smith, Halpern and LeFevre

W. Paul Stillman, N.J., 1960-
(Vice Chairman, May 3, 1974 to)
Chairman of the Board, Mutual Benefit Life Insurance Company

Charles W. Engelhard, N.J., 1960-1971
Chairman, Engelhard Minerals and Chemical Corporation

Ben Regan, N.Y., 1963-1970
(Vice Chairman, April 10, 1969 to March 14, 1970)

Gerard F. Brill, N.J., 1965-1968
Senior Vice President, Trust Company of New Jersey

William J. Ronan, N.Y., 1967-
(Vice Chairman, June 1, 1972 to May 2, 1974;
Chairman, May 3, 1974 to)
Chairman, Metropolitan Transportation Authority (1968-1974)
Dean of New York University Graduate School of Public Administration and Public Service (1953-1959)

William A. Sternkopf, Jr., N.J., 1968-1971
Senior Partner, William A. Sternkopf & Company

Hoyt Ammidon, N.Y., 1968-1972
(Vice Chairman, April 9, 1970 to May 26, 1972)
Chairman, United States Trust Company

Walter Henry Jones, N.J., 1969-1974
New Jersey State Senator (1953-1961)

Sidney S. Hein, N.Y., 1969-1972
Partner, Hein, Bradie, Waters & Klein

Bernard J. Lasker, N.Y., 1969-1974
Senior Partner, Lasker, Stone & Stern

Gustave L. Levy, N.Y., 1970-
Senior Partner, Goldman, Sachs & Co.
Former Chairman of the Board of Governors,
New York Stock Exchange

James G. Hellmuth, N.Y., 1970-
Vice President, Bankers Trust of New York Corporation

Andrew C. Axtell, N.J., 1970-
General Manager, Hobart Welder Sales and Service Division of
Hobart Brothers Company
Mayor, Livingston, N.J. (1953-1958)

Philip B. Hofmann, N.J., 1971-1974
Chairman of the Finance Committee, Johnson & Johnson

Jerry Finkelstein, N.Y., 1972-1975
Chairman of the Board, Struthers Wells Corp.
Publisher, *New York Law Journal and Civil Service Leader*

Robert R. Douglass, N.Y., 1972-
Member, Milbank, Tweed, Hadley and McCloy
Counsel and Secretary to the Governor, New York State (1964-1972)

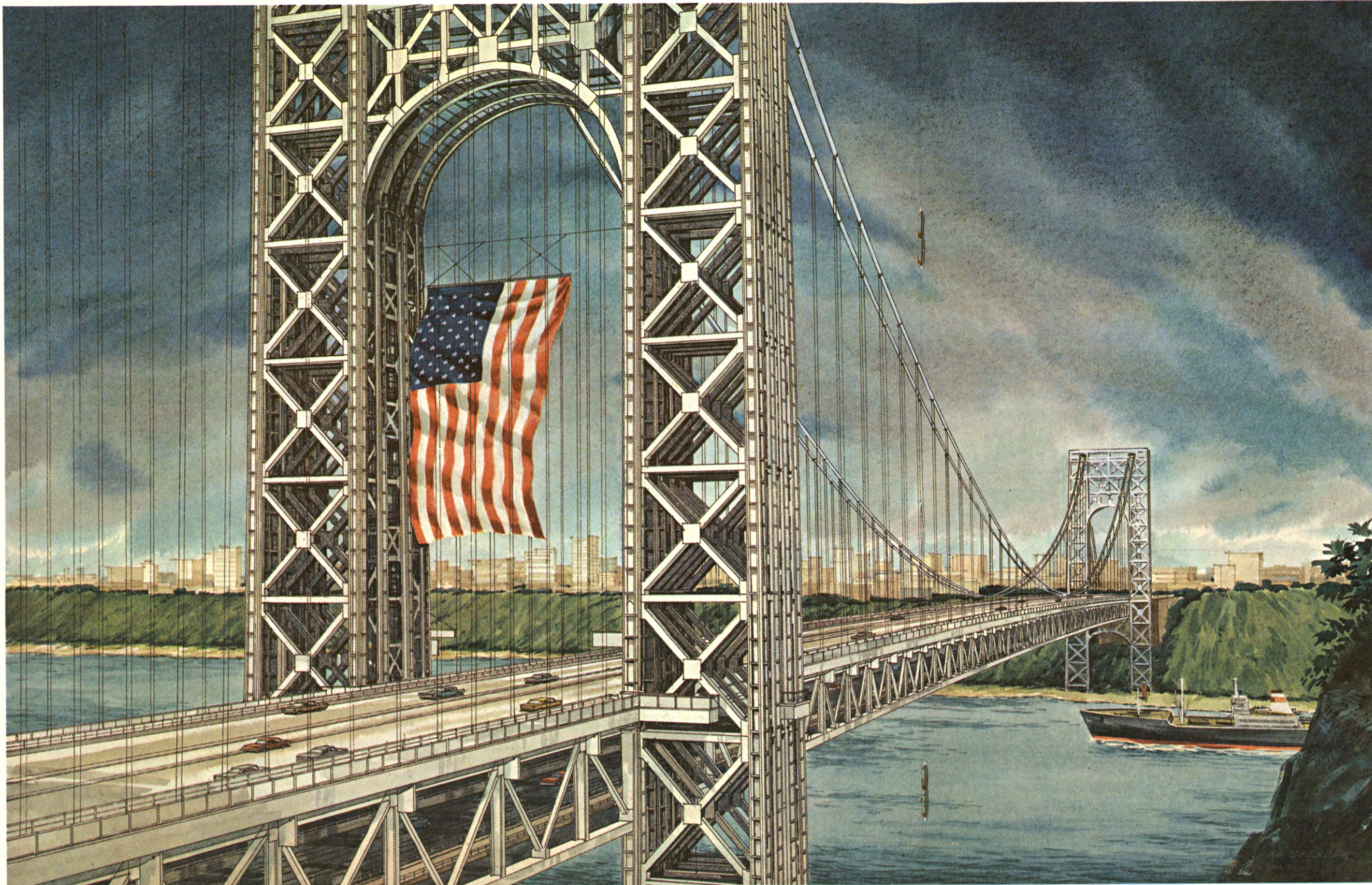
Rev. Victor R. Yanitelli, S.J., N.J., 1972-
President, Saint Peter's College

Alan Sagner, N.J., 1974-
Commissioner of Transportation, State of New Jersey
Partner, Levin-Sagner Company

George F. Berlinger, N.Y., 1974-
Former Secretary-Treasurer of Joseph Berlinger & Co.
Director of Anvirodyne Corporation
Former Welfare Inspector General, State of New York

Milton A. Gilbert, N.J., 1974-
Founder, President and Chairman of Flexi-Van Corporation

Matthew Nimetz, N.Y., 1975-
Member, Simpson, Thatcher & Bartlett
Staff Assistant to the President of the United States (1967-1969)



Port Authority Finance

Basic Policies and Financial Structure

The States of New Jersey and New York directed the Port Authority . . . "to proceed with the development of the Port of New York . . . as rapidly as may be economically practicable . . ." The Port Authority, however, may not levy taxes or assessments or pledge the credit of either state or any municipality. Its program of public works was to be supported and financed by the private sector, and to this end the two states pledged their "cordial cooperation . . . in the encouragement of the investment of capital . . ." Over the years nearly \$4 billion of Port Authority obligations have been purchased by investors, of which \$1.8 billion was outstanding at December 31, 1975.

The statutes establishing the General Reserve Fund of the Port Authority provide for the pooling of revenues to the end that older facilities with established earning power can aid new projects during development periods until they reach their anticipated point of self-support. These statutes provide for the utilization of available net revenues to maintain the General Reserve Fund at the prescribed amount of 10 percent of the total par value of the Port Authority's outstanding bonds.

The Port Authority's long-established policy is to retire debt as rapidly as sound financial management permits and to maintain, at year-end, a combined amount in its reserve funds, including reserve funds in trust, equal to at least the amount of the next two years' mandatory bonded debt service. Acceleration of debt retirement before mandatory dates may be accomplished out of the General Reserve Fund only to the extent that reserve funds exceed the ensuing two years' mandatory bonded debt service.

Bonds for an additional facility cannot be issued with a pledge of the General Reserve Fund unless the Port Authority Commissioners certify to investors that the issuance of the bonds or that such pledge will not materially impair the sound credit standing of the Port Authority, the investment status of its bonds, or its ability to fulfill its commitments and undertakings.

In 1974, the Legislatures of New York and New Jersey repealed a statutory covenant with holders of affected Port Authority bonds which permitted deficit financing of passenger railroad facilities in addition to the Hudson Tubes (Port Authority Trans-Hudson [PATH] System) only

within specified financial limits. The covenant was originally adopted in 1962 as part of the statutes authorizing Port Authority acquisition of the interstate Hudson and Manhattan Railroad. In 1973, the two states had enacted legislation to preclude application of the statutory covenant to the holders of obligations issued by the Port Authority after May 10, 1973.

In April 1974, the United States Trust Company of New York instituted litigation in New Jersey as Trustee for the 40th and 41st Series of the Port Authority's Consolidated Bonds, as the holder of a significant amount of outstanding obligations of the Port Authority, and as a class representative on behalf of the holders of all outstanding Consolidated Bonds and all others similarly situated against the State of New Jersey and its Governor and Attorney General seeking a declaratory judgment that the action taken by the states in 1974 to repeal the 1962 statutory covenant violates the federal and state Constitutions. This action was consolidated with another pending action in New Jersey instituted by private parties seeking to invalidate the statutory covenant.

On February 25, 1976, the New Jersey Supreme Court affirmed the decision of the New Jersey Superior Court rendered in May 1975, which had decided that the repeal was a valid exercise of the police power of the states and not a violation of the contract clauses of the United States Constitution or the Constitution of the State of New Jersey. The United States Trust Company has announced that it plans to appeal to the United States Supreme Court from the decision of the Supreme Court of New Jersey.

Statement Presentation

The Port Authority's financial statements beginning in 1974 include a provision for depreciation of facilities in accordance with recommendations for state and local governmental units adopted by the accounting profession in that year. This results in no change in net revenues or reserves or their application which are defined and governed by the Port Authority's bond resolutions. These resolutions provide that operating expenses be calculated without allowance for depreciation. Rather, recovery of facility costs is accomplished through deductions from revenues and reserves of amounts equal to principal payments on debt and reserves appropriated to invested in facilities. Accordingly, the Port Authority has prepared,

in addition to financial statements reflecting depreciation, Schedules A through G in conformity with its bond resolutions. The following information refers to Schedules A through G.

Combined Operations in Brief

Gross operating revenues of the Port Authority for the year 1975 totaled \$458,406,000, an increase of 11.7 percent over 1974. This rise reflects the continuing increase in the development and utilization of the Port Authority's facilities and tolls increases on bridges and tunnels effective in May 1975. The new rates are currently being reviewed by the U.S. Department of Transportation which has jurisdiction over the reasonableness of the bridge tolls.

Operating expenses, including start-up costs for new projects, increased 14.7 percent to reach \$289,138,000.

Financial income on securities held in the reserve and operating funds was \$31,701,000. This resulted from investment income of \$29,248,000, including \$8,283,000 gain on purchase of Port Authority bonds, and an upward adjustment of \$2,453,000 in the value of the securities held in these funds during the year. Thus, net revenues available for debt service and reserves were \$200,969,000.

Interest on the Port Authority's debt charged to operations and reserves totaled \$80,713,000 and long-term bonded debt amortization amounted to \$35,930,000. In addition, \$55,000,000 in principal payments was made to reduce outstanding bank loans in accordance with agreements with the banks. Total debt service charged to revenues and reserves, including reserve funds in trust, therefore, was \$171,643,000.

At year-end 1975, the General Reserve Fund balance was \$176,457,000 and continued to meet the prescribed statutory amount. The Consolidated Bond Reserve Fund had a balance on December 31, 1975 of \$62,409,000 after application of \$55,000,000 to meet installments on bank loans, \$15,000,000 to invested in facilities, and \$2,417,000 to self-insurance. Total reserves at year-end, including reserve funds in trust, were \$266,966,000, which exceeded the next two years' mandatory bonded debt service. Total debt service for the years 1976 and 1977, including scheduled payments on bank loans, amounts to \$381,124,000.

The Port Authority's financial affairs are administered

by Carl M. Wahlberg, Director of Finance, Robert F. Bennett, Comptroller, and Alexander Leslie, Treasurer.

Financial Position At Year-End

On December 31, 1975, the total assets of the Port Authority, represented by the cumulative amount invested in facilities and balances in construction, operating and reserve funds were \$4,053,556,000, an increase of 3.7 percent, or \$145,828,000, over last year.

The net amount invested in facilities rose by \$138,548,000, including interest during construction of \$16,356,000 on bonded debt and bank loans, to a cumulative total of \$3,581,037,000 at year-end 1975. This increase is largely represented by additional investment at:

The World Trade Center	\$74,000,000
Air Terminals	\$28,000,000
Marine Terminals	\$14,000,000
Port Authority Trans-Hudson Railroad	\$11,000,000
Bus Terminal	\$ 6,000,000

Bonded debt increased during the year by \$64,070,000 to a total of \$1,764,574,000. At year-end, Net Assets, as detailed in Schedule B, Page 33, totaled \$1,935,527,000, which is about 54 percent of the amount invested in facilities.

Reserve Funds

At year-end 1975, the General Reserve Fund balance was \$176,457,000 and continued to meet the prescribed statutory amount, while the Consolidated Bond Reserve Fund totaled \$62,409,000.

These balances, together with other reserve fund balances in trust totaling \$28,100,000, continued to meet the long-established policy of maintaining total reserve funds in an amount equal to at least the next two years' mandatory debt service on bonded debt (excluding scheduled debt service on outstanding bank loans as detailed in Note C, Page 29).

Bond covenants require that the reserve funds be maintained in cash or invested in certain government securities. At year-end, \$264,297,000 was invested in securities as set forth in Schedule B "Assets and Liabilities."

Income from investment of reserve funds, including reserve funds in trust, totaled \$25,157,000 in 1975.

The only obligations of the Port Authority which were issued prior to the establishment in 1952 of the issue of Consolidated Bonds and which presently remain outstanding are General and Refunding, Air Terminal and Marine Terminal Bonds which are listed in Schedule E, Page 36. In the Consolidated Bond Resolution of 1952 the Port Authority covenanted that no additional General and Refunding, Air Terminal or Marine Terminal Bonds would be issued.

By year-end 1970, the Special Reserve Fund (for General and Refunding Bonds), the Air Terminal Reserve Fund and the Marine Terminal Reserve Fund had reached a level sufficient to secure fully the payment of principal of and interest to redemption on the outstanding bonds for which such Funds had been established. On December 31, 1970, pursuant to the bank loan agreements of 1968 and 1970, the Port Authority placed in trust with First National City Bank, as Trustee, \$60,749,000 from its Special Reserve Fund, Air Terminal Reserve Fund and Marine Terminal Reserve Fund to secure fully, unconditionally and absolutely the Port Authority's obligation to provide for the redemption as scheduled and the payment of interest until redemption on the Port Authority's outstanding General and Refunding Bonds, Air Terminal Bonds and Marine Terminal Bonds. These bonds bear annual interest rates ranging from 1¼ percent to 3 percent. The Trust Agreements do not require the payment or redemption of any such bonds in advance of their scheduled redemption by operation of the sinking funds therefor. After the establishment and during the maintenance of these trust funds, no further payments are required to be made into such Reserve Funds. Furthermore, all Consolidated Bonds of the Port Authority, including any which may hereafter be issued, are now equally and ratably secured by a pledge of the net revenues of all its existing facilities and any additional facilities which may hereafter be financed or refinanced in whole or in part through the medium of Consolidated Bonds. Such net revenues are no longer subject to the prior liens or pledges to which certain of these net revenues had previously been subject in favor of General and Refunding, Air Terminal and Marine Terminal Bonds.

The establishment and maintenance of the Reserve Funds in Trust permit the application of all net revenues of

the Port Authority to the payment of debt service on Consolidated Bonds, with all remaining balances, except such amounts as may be necessary to maintain the General Reserve Fund in the amount specified by the General Reserve Fund statutes, to be paid into the Consolidated Bond Reserve Fund. The net revenues accumulated in the Consolidated Bond Reserve Fund are fully available to meet debt service on the bank loans obtained by the Port Authority in 1970, 1971 and 1973.

Financial Income

The Port Authority's long-term investment portfolio, averaging about \$212,857,000 and representing principally the investment of reserve funds, was invested primarily in securities of or guaranteed by the United States Government. Long-term investment earnings amounted to \$22,503,000.

Investment in short-term government securities and bank time deposits averaged approximately \$153,182,000 during the year. Income from these short-term investments was \$10,220,000.

Investment income attributed to the operating fund amounted to \$4,091,000 (including \$283,000 miscellaneous income). The amount attributed to reserve funds was \$25,157,000, and \$3,758,000 was attributed to the capital fund thereby reducing construction cost.

Financing

On June 16, 1975, \$50,000,000 Consolidated Notes, Series BB, and \$50,000,000 Consolidated Notes, Series CC, both at 6¾ percent, due June 1, 1978, were sold to an investment group headed by Merrill Lynch, Pierce, Fenner & Smith Incorporated, Salomon Brothers and Halsey, Stuart & Co., Inc., affiliate of Bache & Co., Incorporated at a negotiated price of 98.425.

During the year, \$35,930,000 par value of long-term bonds was retired through mandatory sinking fund and maturity payments. On December 20, 1975, the Port Authority made scheduled annual installment payments of \$20,000,000 on the 1970 bank loan, \$30,000,000 on the 1971 bank loan, and \$5,000,000 on the 1973 bank loan. The unpaid balance of the three outstanding bank loans was \$200,000,000 at year-end.

Additional Information for Bondholders

Consolidated Bonds are direct and general obligations of the Port Authority and its full faith and credit are pledged to the payment of debt service thereon.

All Consolidated Bonds, including any which may hereafter be issued, are equally and ratably secured by a pledge of the net revenues of all the Port Authority's existing facilities (not including railroad cars acquired under New York State's Commuter Car Program) and any additional facility which may be hereafter financed in whole or in part through the medium of Consolidated Bonds, as provided in the Consolidated Bond Resolution. The prior liens and pledges with respect to certain of such net revenues in favor of General and Refunding, Air Terminal and Marine Terminal Bonds of the Port Authority have been satisfied by the establishment and maintenance of the Special, Air Terminal and Marine Terminal Reserve Funds in Trust (see Schedule C, Page 34).

All Consolidated Bonds are further secured by a pledge of the monies in the Consolidated Bond Reserve Fund, as provided in the Consolidated Bond Resolution.

On December 31, 1975, outstanding Consolidated Bonds and Notes totaled \$1,738,529,000. Over the years, the Port Authority has issued \$2,541,650,000 of Consolidated Bonds and Notes, exclusive of refundings.

Highlights	1975	1974
Gross Operating Revenues	\$ 458,400,000	\$ 410,400,000
Net Operating Revenues	169,300,000	158,400,000
Net Revenues Available for Debt Service and Reserves	201,000,000	181,400,000
Debt Service Charged to Revenues and Reserves	171,600,000	149,900,000
Cumulative Invested in Facilities	3,581,000,000	3,442,500,000
Bonded Debt Outstanding	1,764,600,000	1,700,500,000
Bank Loans Outstanding	200,000,000	255,000,000
General Reserve Fund	176,500,000	173,500,000
Consolidated Bond Reserve Fund	62,400,000	46,800,000
Reserve Funds in Trust	28,100,000	34,800,000

Price
Waterhouse & Co.

SIXTY BROAD STREET
NEW YORK, NEW YORK 10004
212-422-6000

February 27, 1976

To the Board of Commissioners of

The Port Authority
of New York and New Jersey

We have examined the consolidated statement of financial position of The Port Authority of New York and New Jersey and its subsidiary, Port Authority Trans-Hudson Corporation, as of December 31, 1975 and 1974, and the related consolidated statements of income, changes in financial position and changes in net assets for the years then ended. We also have examined Schedules A through H included herein. Our examinations were made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

The method of accounting for self-insurance was changed in 1975, as described in Note E to the financial statements.

In our opinion, the consolidated financial statements examined by us present fairly the financial position of The Port Authority of New York and New Jersey and its subsidiary at December 31, 1975 and 1974, and the results of their operations and the changes in their financial position for the years then ended, in conformity with generally accepted accounting principles applied on a consistent basis after restatement for the change, with which we concur, referred to in the preceding paragraph. Also, in our opinion, Schedules A through G present fairly the consolidated assets and liabilities of the Authority at December 31, 1975, the consolidated revenues and reserves for the year and the five-year financial data included therein, and Schedule H presents fairly the assets and liabilities of the New York State Commuter Car Program at December 31, 1975, all in conformity with the accounting principles described in Note J, applied on a consistent basis after restatement for the change, with which we concur, referred to in the preceding paragraph.

Price Waterhouse & Co.

Statement of Income

	Year Ended December 31,	
	1975	1974*
	(In Thousands)	
Gross Operating Revenues	\$458,406	\$410,412
Operating Expenses (Note E)	(289,138)	(252,037)
Depreciation	(83,281)	(78,214)
Income from Operations	85,987	80,161
Financial Income and Expense:		
Income on investments	20,965	21,228
Gain on purchase of Port Authority bonds	8,283	4,880
Security valuation adjustment	2,453	(3,061)
Interest on bonded debt	(72,249)	(66,390)
Interest on bank loans	(8,464)	(9,119)
Net Income	\$ 36,975	\$ 27,699

*Restated, See Note E

Statement of Changes in Financial Position

	Year Ended December 31,	
	1975	1974*
	(In Thousands)	
Funds provided from:		
Net Income	\$ 36,975	\$ 27,699
Depreciation	83,281	78,214
Funds provided by operations	120,256	105,913
Consolidated Notes	100,000	—
Government Contributions in Aid of Construction	19,105	18,606
Net Change in Other Assets and Deferred Credits	21,753	—
Total Funds Provided	261,114	124,519
Funds applied to:		
Cost of Facilities	138,548	174,108
Retirement of Bonded Debt	35,930	34,363
Repayment of Bank Loans	55,000	40,000
Net Change in Other Assets and Deferred Credits	—	16,119
Net Reduction in Accounts Payable and Other Liabilities	3,912	8,754
Planning Expenditures Applicable to Future Years	2,493	4,238
Total Funds Applied	235,883	277,582
Net Increase (Decrease) in Cash and Investments	\$ 25,231	\$(153,063)

*Restated, See Note E

See Notes to Financial Statements

Statement of Financial Position

	December 31, 1975			December 31, 1974*
	Operating Fund	Capital Fund	Reserve Funds	Combined Total
	(In Thousands)			
Assets				
Facilities, at Cost (Note B)	\$ —	\$3,527,430	\$ —	\$3,388,901
Less Accumulated Depreciation	—	751,002	—	667,740
Facilities, Net	—	2,776,428	—	2,721,161
Investment in Securities (Schedule D)	18,796	29,289	264,297	262,877
Cash and Time Deposits	24,971	38,898	2,669	90,812
Other Assets	91,250	2,349	—	111,550
Total Assets	135,017	2,846,964	266,966	3,186,400
Liabilities				
Bonded Debt (Schedule E)	—	1,764,574	—	1,700,504
Bank Loans Payable (Note C)	—	200,000	—	255,000
Accounts Payable and Other Liabilities	111,984	33,632	—	149,528
Deferred Credits to Income	7,839	—	—	6,530
Total Liabilities	119,823	1,998,206	—	2,111,562
Net Assets	\$ 15,194	\$ 848,758	\$266,966	\$1,074,838

*Restated, See Note E

Statement of Changes in Net Assets

	Year Ended December 31, 1975			Year Ended December 31, 1974*
	Operating Fund	Capital Fund	Reserve Funds	Combined Total
	(In Thousands)			
Balance at January 1	\$12,777	\$807,004	\$255,057	\$1,074,838
Contributions from Federal and State Agencies in Aid of Construction	—	19,105	—	18,606
Distribution of Net Income:				
Capital Fund Balance	—	26,344	—	—
Less Depreciation on Assets Acquired with Government Contributions	—	(3,695)	—	7,149
Self-Insurance	2,417	—	—	2,257
Reserves	—	—	11,909	18,293
Net Income	—	—	—	36,975
Balance at December 31	\$15,194	\$848,758	\$266,966	\$1,074,838

*Restated, See Note E

See Notes to Financial Statements

Notes to Financial Statements
December 31, 1975

Note A—Accounting Policies:

1. The Port Authority of New York and New Jersey, created in 1921 by compact between the States of New York and New Jersey with the consent of Congress, has no stockholders or equity holders; all revenues or other cash received must be disbursed for specific purposes in accordance with provisions of various statutes and agreements with holders of its bonds and others.

2. The accounts of the Port Authority Trans-Hudson Corporation, a subsidiary of the Port Authority, are consolidated in the accompanying financial statements and schedules.

The assets and liabilities of the New York State Commuter Car Program are not included in the Port Authority's financial statements for the reasons set forth in the Note on Schedule H.

3. The Committee on Governmental Accounting and Auditing of the American Institute of Certified Public Accountants issued an audit guide containing recommendations effective January 1, 1974 relative to accounting practices of State and Local Governmental Units. The difference between the generally accepted accounting principles previously used by the Port Authority, as required by its bond resolutions, and those set forth in the guide, is that the guide recommends that provision should be made for depreciation of facilities, in lieu of a charge for principal payments on debt. The Port Authority adopted this practice in 1974 as recommended in the guide. The adoption of this accounting practice results in no change in the net revenues and reserves of the Port Authority or their application which are defined and governed by its bond resolutions.

4. Cost of facilities consists of expenditures, including the expenditure of Federal and State grants, to acquire, construct, place in operation and improve the facilities of the Port Authority and includes net interest expense during the period of construction.

Expenditures for repairs and maintenance are charged to operating expenses as incurred. Planning costs relating

to potential new facilities are deferred pending authorization of construction.

5. Depreciation is computed on the straight-line method based on estimated useful lives of the related assets including those financed by government contributions. In distributing net income to fund balances, a charge representing depreciation on assets acquired with contributions is made against the related contributions account. The cost and accumulated depreciation related to assets removed from service are eliminated from the accounts. Depreciation is not a factor in determining the net revenues and reserves of the Port Authority or their application as provided in the Port Authority's bond resolutions (See Note A-1).

6. Investments in long-term and short-term United States securities are stated at the lower of their respective aggregate amortized cost or market value. Investments in Port Authority bonds acquired in 1973 and subsequently are stated at par; the excess of par value over the purchase price of the bonds is credited to income. Port Authority bonds acquired prior to 1973 are stated at their cost plus amortization of discount to maturity.

Note B—Facilities, Depreciation and Government Contributions in Aid of Construction:

Cost of facilities is composed of the following:

	December 31	
	1975	1974
	(In Thousands)	
Completed Construction:		
Airports	\$1,186,639	\$1,126,714
World Trade Center	741,299	649,778
Tunnels & Bridges	531,605	514,809
Marine, Bus & Truck Terminals	546,532	514,401
Rail Facilities	243,523	184,891
	<u>3,249,598</u>	<u>2,990,593</u>
Construction in Progress	277,832	398,308
	<u>\$3,527,430</u>	<u>\$3,388,901</u>

Asset lives used in the calculation of depreciation are generally as follows:

Tunnels and bridges	100 years
Buildings	25 to 50 years
Runways and other paving	15 to 25 years
Machinery and equipment	5 to 35 years

At December 31, 1975 the Port Authority had received gross contributions for construction from federal and state agencies aggregating \$146,886,000. The change in net contributions, included in capital funds on the Statement of Financial Position, is detailed below.

	1975	1974
	(In Thousands)	
Balance at January 1	\$107,262	\$ 90,955
Contributions received during the year	19,105	18,606
Less depreciation for the year on assets acquired with contributions	(3,695)	(2,299)
Balance at December 31	<u>\$122,672</u>	<u>\$107,262</u>

Note C—Financing:

The Port Authority finances construction of its facilities primarily by issuing bonded debt and through bank loans. Details of bonded debt and amortization are included on Schedules E and F.

1. In June 1975, the Port Authority issued \$50,000,000 Consolidated Notes, Series BB, due 1978 and \$50,000,000 Consolidated Notes, Series CC, due 1978, which the Port Authority intends to refund in whole or in part at or before their maturity date with the proceeds of an issue or issues of Port Authority obligations at least to the extent necessary (a) to maintain the General Reserve Fund at 10 percent of the par value of outstanding bonded debt secured by a pledge of that Fund, (b) to maintain in all reserve funds an aggregate amount equal to at least the next two years' mandatory debt service on outstanding bonded debt secured by a pledge of the General Reserve Fund, and (c) to provide for scheduled principal payments on the Port Authority's outstanding bank loans.

2. At December 31, 1975 and 1974, the Port Authority had obligations under loans obtained from banks and trust companies located in New York and New Jersey as detailed herein.

	December 31, 1975	December 31, 1974
Bank Loans		
5¼ % payable \$20,000,000 annually 1975-1977	\$ 40,000,000	\$ 60,000,000
5¼ % payable \$30,000,000 in 1975 and \$35,000,000 in 1976 and 1977	70,000,000	100,000,000
5.45% payable \$5,000,000 annually 1975-1977 and \$40,000,000 in 1978 and 1979	90,000,000	95,000,000
	<u>\$200,000,000</u>	<u>\$255,000,000</u>

The loans may be prepaid in whole or in part on interest payment dates. Under the terms of the loan agreements, and as a result of the establishment and maintenance in trust of the Special Reserve Fund, Air Terminal Reserve Fund and Marine Terminal Reserve Fund (See Note H), annual installment payments on the bank loans are being made exclusively from net revenues available therefor in the Consolidated Bond Reserve Fund. Payment of the loans and interest thereon is subject in all respects to the payment of debt service on the General and Refunding Bonds, Air Terminal Bonds, Marine Terminal Bonds and Consolidated Bonds, as required by the applicable provisions of the Port Authority's bond resolutions, and to the payment into the General Reserve Fund of the amount necessary so as to maintain such Fund at the amount specified in the General Reserve Fund statutes. Neither the loans nor the interest thereon are secured by or payable from the General Reserve Fund.

Note D—Reserves:

The General Reserve Fund statutes provide for the Port Authority to maintain the General Reserve Fund in an amount equal to at least 10 percent of the outstanding bonded debt which is secured by a pledge of the Fund. The specified statutory amount was \$176,457,400 at December 31, 1975. The Port Authority has established

the policy of maintaining total reserve funds in an amount equal to at least the next two years' mandatory debt service on outstanding bonded debt. The bank loans described in Note C are not included in determining this outstanding bonded debt.

At December 31, 1975, the Port Authority met the requirements of its bond resolutions to maintain total reserve funds in cash and specified marketable securities. Such amounts included \$28,100,000 held in trust for repayment of principal and interest on General and Refunding, Air Terminal and Marine Terminal Bonds (See Note H).

Note E—Change in Accounting for Self-Insurance:

Prior to 1975 the Port Authority followed the practice of including a charge for self-insurance in operating expenses and in cost of facilities and had established a Provision for Self-Insurance. In 1975 the Financial Accounting Standards Board (FASB) issued a Standard establishing criteria for accrual of estimated losses from loss contingencies and requiring the restatement of financial statements for those years in which reserves were established which do not meet these criteria. Although the Standard is not required to be implemented until 1976, the Port Authority elected early adoption as recommended by the FASB, and the financial statements of prior years have been restated. As a result of this change in accounting, the Port Authority's Provision for Self-Insurance has been eliminated as a liability from the Statement of Financial Position; operating expenses have been reduced and net income has been increased by \$2,417,000 in 1975 and \$2,257,000 in 1974. The cumulative effect on operating expenses and net income for years prior to 1974 is \$10,520,000. Liabilities of \$2,875,000 for known claims at December 31, 1974 previously included in the Provision for Self-Insurance have been reclassified to Accounts Payable and Other Liabilities in the 1974 financial statements. \$4,567,000 of the Provision for Self-Insurance at December 31, 1974, established by charges to cost of facilities in prior years, was eliminated by crediting the cost of facilities. The Port Authority presently provides for potential losses under its self-insurance program by appropriation from the Consolidated Bond Reserve Fund to the operating fund and charges actual losses to operating expenses as incurred.

Note F—Pension and Retirement Plans:

Employees of the Port Authority are covered by the New York State Employees' Retirement System or the New York State Policemen's and Firemen's Retirement System or, in the case of Port Authority Trans-Hudson employees, by the provisions of the Railroad Retirement Act and, for certain PATH employees, by a supplemental plan. The Port Authority's contributions to these plans are based primarily on billings from the two New York State retirement systems and federal regulations governing employer contributions to the Railroad Retirement Board. For the years 1975 and 1974, the Port Authority provided \$35,500,000 and \$32,700,000, respectively, as its contribution to these plans.

Note G—Leases:

Rental expenses under leases with the cities of New York, Newark and Hoboken for various air and marine terminals aggregated \$10,500,000 in 1975 and \$11,400,000 in 1974. The lease terms expire at various times from 2002 to 2018 and may be renewed for additional periods. Aggregate annual minimum rentals are approximately \$6,700,000. Additional rentals may be payable based on earnings of specified facilities under some of these leases.

Note H—Special, Air Terminal and Marine Terminal Reserve Funds in Trust:

In accordance with the provisions of the bank loan agreements (See Note C), the Port Authority, on December 31, 1970, placed into trust amounts available from the Port Authority's Special Reserve Fund, Air Terminal Reserve Fund and Marine Terminal Reserve Fund so that such Funds shall be maintained in amounts sufficient to secure fully, unconditionally and absolutely the Port Authority's obligation to provide for the redemption as scheduled and the payment of interest until redemption on the outstanding General and Refunding, Air Terminal and Marine Terminal Bonds. Under the terms of the Agreements of Trust, such bonds are not required to be paid or redeemed in advance of their scheduled redemption by operation of the sinking funds therefor.

Upon the establishment and maintenance of these Trust Funds, net revenues of the Port Authority's existing facilities are applicable to debt service on Consolidated Bonds and Notes and all remaining balances, except such amounts as may be necessary to maintain the General Reserve Fund in the prescribed amount, are payable into the Consolidated Bond Reserve Fund.

Note I—Commitments:

At December 31, 1975, the Port Authority was committed under various contracts to the completion within the next three years of approximately \$60,000,000 of construction.

Note J—Basis of Preparation of Schedules A through G:

Schedules A through G have been prepared in accordance with generally accepted accounting principles as set forth in Note A, except that the Port Authority's bond resolutions provide that operating expenses shall not include an allowance for depreciation of facilities. Instead, recovery of facility capital costs is accomplished through deductions from revenues and reserves of amounts equal to principal payments on debt and reserves appropriated to Invested in Facilities. These deductions are credited at par to the accounts Debt Retired Through Income and Appropriated Reserves Invested in Facilities.

Invested in Facilities is compiled as described in Note A-4, except that the cost of assets removed from service is not deducted.

Schedule C **Analysis of Reserve Funds** (In accordance with Port Authority bond resolutions)

	Year Ended December 31, 1975					Combined Total
	Reserve Funds in Trust For					
	General Reserve Fund	Consolidated Bond Reserve Fund	General & Refunding Bonds	Air Terminal Bonds	Marine Terminal Bonds	
	(In Thousands)					
Balance—January 1	\$173,487	\$ 46,800	\$13,898	\$18,660	\$2,212	\$255,057
Income on investments (includes gain on purchase of Port Authority bonds)	17,367	4,356	1,391	1,827	216	25,157
Security valuation adjustment	1,755	294	139	182	21	2,391
Reserve fund transfers	(16,152)	20,026	(1,533)	(2,113)	(228)	—
Transfers from operating fund	—	71,814	—	—	—	71,814
	<u>176,457</u>	<u>143,290</u>	<u>13,895</u>	<u>18,556</u>	<u>2,221</u>	<u>354,419</u>
Applications:						
Interest on bonded debt	—	—	187	448	62	697
Serial maturities & sinking fund retirements	—	—	941	4,532	402	5,875
Interest on bank loans	—	8,464	—	—	—	8,464
Payment of bank loans	—	55,000	—	—	—	55,000
Invested in facilities	—	15,000	—	—	—	15,000
Self-insurance	—	2,417	—	—	—	2,417
Total Applications	<u>—</u>	<u>80,881</u>	<u>1,128</u>	<u>4,980</u>	<u>464</u>	<u>87,453</u>
Balance—December 31 (A)	<u>\$176,457</u>	<u>\$ 62,409</u>	<u>\$12,767</u>	<u>\$13,576(B)</u>	<u>\$1,757(C)</u>	<u>\$266,966</u>

(A) Satisfies General Reserve Fund statutory amount and the policy of maintaining total reserves in an amount equal to at least the next two years' mandatory bonded debt service.

(B) Includes Sinking Fund balance of \$554,000 related to Air Terminal 1st Series Bonds.

(C) Includes Sinking Fund balance of \$329,000 related to Marine Terminal 1st Series Bonds.

See Notes to Financial Statements

Schedule D **Investment in Securities** December 31, 1975

	Principal Amount	Quoted Market Value	Amortized Cost
		(In Thousands)	
Short-Term			
United States Treasury Bills	\$126,600	\$123,618	\$123,234
United States Treasury Notes	20,000	20,042	19,990
Total Short-Term	<u>146,600</u>	<u>143,660</u>	<u>143,224</u>
Long-Term			
Farmers Home Administration Insured Notes	74,478	75,130	74,363
Government National Mortgage Association Participation Certificates	28,700	26,620	28,415
United States Treasury Notes	24,625	24,442	24,635
Export-Import Bank Participation Certificates	5,865	5,691	5,872
Security Valuation Allowance at December 31	—	—	(1,402)
Total Long-Term United States Securities	<u>133,668</u>	<u>\$131,883</u>	<u>131,883</u>
Bonds of The Port Authority of New York and New Jersey	31,109		30,448
Total Long-Term	<u>\$164,777</u>		<u>162,331</u>
Accrued Interest Receivable			6,827
Total Investment in Securities			<u>\$312,382</u>

See Notes to Financial Statements

	January 1, 1975	Issued (In Thousands)	Retired	December 31, 1975
General and Refunding Bonds				
Ninth Series 1½% due 1985	\$ 4,000	\$ —	\$ 374	\$ 3,626
Tenth Series 1¾% due 1985	2,014	—	—	2,014
Eleventh Series 1¼% due 1986	6,644	—	567	6,077
	<u>12,658</u>	<u>—</u>	<u>941</u>	<u>11,717</u>
Air Terminal Bonds				
First Series 3% due 1978	6,770	—	2,178	4,592
Second Series 2½% due 1979	7,239	—	1,743	5,496
Third Series 2.20% due 1980	3,194	—	611	2,583
	<u>17,203</u>	<u>—</u>	<u>4,532</u>	<u>12,671</u>
Marine Terminal Bonds				
First Series 2½% due 1978	1,322	—	261	1,061
Second Series 2.20% due 1980	737	—	141	596
	<u>2,059</u>	<u>—</u>	<u>402</u>	<u>1,657</u>
Consolidated Bonds				
First Series 3% due 1982	12,649	—	1,460	11,189
Second Series 2¾% due 1984	14,140	—	840	13,300
Fourth Series 2¾% due 1985	19,500	—	1,500	18,000
Fifth Series 2.90% due 1983	11,680	—	640	11,040
Sixth Series 3% due 1986	19,200	—	600	18,600
Seventh Series 3.40% due 1986	16,300	—	600	15,700
Eighth Series 3.40% due 1987	34,000	—	1,000	33,000
Ninth Series 3½% due 1975	1,350	—	1,350	—
Tenth Series 3¾% due 1987	23,100	—	900	22,200
Eleventh Series 3% due 1975-1978	8,000	—	2,000	6,000
Twelfth Series 3¾% due 1988	28,700	—	1,400	27,300
Thirteenth Series Various due 1975-1978	5,000	—	1,250	3,750
Fourteenth Series 3¾% due 1989	40,865	—	2,365	38,500
Fifteenth Series Various due 1975-1979	8,750	—	1,750	7,000
Sixteenth Series 4¼% due 1989	18,575	—	1,075	17,500
Seventeenth Series Various due 1975-1980	9,000	—	1,500	7,500
Eighteenth Series Various due 1975-1981	14,525	—	1,925	12,600
Nineteenth Series 3½% due 1991	19,750	—	750	19,000
Twentieth Series 3¼% due 1993	30,800	—	700	30,100
Twenty-first Series 3.40% due 1993	22,000	—	500	21,500
Twenty-second Series 3¾% due 1993	22,000	—	500	21,500
Twenty-third Series 3¾% due 1994	22,500	—	500	22,000
Twenty-fourth Series 3½% due 1994	22,500	—	500	22,000
Twenty-fifth Series Various due 1975-1984	15,000	—	1,500	13,500
Twenty-sixth Series 3½% due 1995	33,075	—	700	32,375
Twenty-seventh Series 3¾% due 1995	24,375	—	125	24,250
Twenty-eighth Series 3¾% due 1996	24,500	—	125	24,375
Twenty-ninth Series 3½% due 1996	24,500	—	125	24,375
Thirtieth Series 3¾% due 1998	24,250	—	375	23,875
Thirty-first Series 4% due 2002	99,000	—	500	98,500
Thirty-second Series 5% due 2003	99,500	—	500	99,000
Thirty-third Series 4¾% due 2003	99,500	—	500	99,000
Thirty-fourth Series 5½% due 2003	100,000	—	—	100,000
Thirty-fifth Series 6¾% due 2005	100,000	—	—	100,000
Thirty-sixth Series 6.40% due 2005	50,000	—	—	50,000
Thirty-seventh Series 6% due 2006	100,000	—	—	100,000
Thirty-eighth Series 5¾% due 2006	100,000	—	—	100,000
Thirty-ninth Series 5.80% due 2007	150,000	—	—	150,000
Fortieth Series 6% due 2008	100,000	—	—	100,000
Forty-first Series 5½% due 2008	100,000	—	—	100,000
Consolidated Notes				
Series BB 6¾% due 1978	—	50,000	—	50,000
Series CC 6¾% due 1978	—	50,000	—	50,000
	<u>1,668,584</u>	<u>100,000</u>	<u>30,055</u>	<u>1,738,529</u>
Total Bonded Debt	<u>\$1,700,504</u>	<u>\$100,000</u>	<u>\$35,930</u>	<u>\$1,764,574</u>

See Notes to Financial Statements

Year	Debt Service Total All Issues			Amortization			
	Par Value \$1,764,574			Consolidated Bonds	General and Refunding Bonds	Air Terminal Bonds	Marine Terminal Bonds
	Total	Interest	Amortization				
1976	\$ 121,903	\$ 85,786	\$ 36,117	\$ 29,294	\$ 1,033	\$ 4,955	\$ 835
1977	121,197	84,723	36,474	30,244	1,194	4,519	517
1978	219,196	79,511	139,685	135,793	1,211	2,530	151
1979	115,310	75,317	39,993	37,944	1,228	667	154
1980	115,603	73,932	41,671	40,425	1,246	—	—
1981	114,946	72,475	42,471	41,207	1,264	—	—
1982	113,921	70,991	42,930	41,648	1,282	—	—
1983	115,336	69,398	45,938	44,638	1,300	—	—
1984	117,353	67,638	49,715	48,398	1,317	—	—
1985	116,183	65,736	50,447	49,805	642	—	—
1986	118,398	63,665	54,733	54,733	—	—	—
1987	114,901	61,428	53,473	53,473	—	—	—
1988	109,306	59,259	50,047	50,047	—	—	—
1989	107,933	57,041	50,892	50,892	—	—	—
1990	107,384	54,774	52,610	52,610	—	—	—
1991	107,891	52,301	55,590	55,590	—	—	—
1992	107,189	49,639	57,550	57,550	—	—	—
1993	108,328	46,778	61,550	61,550	—	—	—
1994	103,901	43,751	60,150	60,150	—	—	—
1995	101,549	40,649	60,900	60,900	—	—	—
1996	97,405	37,405	60,000	60,000	—	—	—
1997	94,958	34,208	60,750	60,750	—	—	—
1998	93,325	30,825	62,500	62,500	—	—	—
1999	91,374	27,374	64,000	64,000	—	—	—
2000	87,817	23,817	64,000	64,000	—	—	—
2001	85,728	20,228	65,500	65,500	—	—	—
2002	83,939	16,439	67,500	67,500	—	—	—
2003	76,676	12,676	64,000	64,000	—	—	—
2004	58,372	9,372	49,000	49,000	—	—	—
2005	55,474	6,474	49,000	49,000	—	—	—
2006	42,097	3,597	38,500	38,500	—	—	—
2007	26,030	1,530	24,500	24,500	—	—	—
2008	14,464	464	14,000	14,000	—	—	—
Total	<u>\$3,265,387</u>	<u>\$1,499,201</u>	<u>\$1,766,186</u>	<u>\$1,740,141</u>	<u>\$11,717</u>	<u>\$12,671</u>	<u>\$1,657</u>

NOTE: Includes all mandatory payments (including sinking fund requirements and serial maturities) whether payable from revenues or other sources, upon the assumption that: (1)—the presently outstanding bonds will not be retired prior to maturity except in accordance with the mandatory retirement provisions of the resolutions establishing the series of which such bonds form a part; (2)—the amortization payment will be made each year on the latest permissible date on which such payment is required to be made; (3)—such payments will be in the amount scheduled to be made for such year including specified call premiums. Interest shown under "Debt Service Total All Issues" is computed on the same assumptions as amortization. The amortization amount shown above for the year 1978 includes \$50,000,000 for Consolidated Notes, Series BB, due 1978, and \$50,000,000 for Consolidated Notes, Series CC, due 1978, which the Port Authority intends to refund in whole or in part at or before the maturity date with the proceeds of an issue or issues of Port Authority obligations. The above amortization and interest amounts do not include either interest or annual installment payments on the bank loans. See Note C to Financial Statements for details concerning the payment of the bank loans. Amortization and interest applicable to General and Refunding, Air Terminal and Marine Terminal Bonds are secured by trusts as outlined in Note H to Financial Statements.

See Notes to Financial Statements

Schedule G **Selected Financial Data** (In accordance with Port Authority bond resolutions)

	1975	1974*	1973*	1972*	1971*
	(In Thousands)				
REVENUES AND EXPENSES					
Gross Operating Revenues	\$ 458,406	\$ 410,412	\$ 373,497	\$ 319,835	\$ 279,935
Operating Expenses	289,138	252,037	234,475	197,694	174,921
Net Operating Revenues	169,268	158,375	139,022	122,141	105,014
Income on Investments	20,965	21,228	16,806	15,429	15,215
Gain on Purchase of Port Authority Bonds	8,283	4,880	6,809	4,354	5,129
Security Valuation Adjustment	2,453	(3,061)	(3,591)	—	378
Net Revenues Available for Debt Service and Reserves	200,969	181,422	159,046	141,924	125,736
DEBT SERVICE—OPERATIONS					
Interest on Bonded Debt	(71,552)	(65,562)	(49,729)	(38,856)	(29,441)
Times, Interest Earned	2.81	2.77	3.20	3.65	4.27
Serial Maturities and Sinking Fund Retirements	(30,055)	(28,703)	(26,047)	(24,502)	(23,013)
Times, Debt Service Earned	1.98	1.92	2.10	2.24	2.40
DEBT SERVICE—RESERVES					
Debt Service on Bonds Secured by Trusts	(6,572)	(6,488)	(6,874)	(6,116)	(1,540)
Interest on Bank Loans	(8,464)	(9,119)	(6,775)	(3,552)	(700)
Bank Loan Payments	(55,000)	(40,000)	(35,000)	(35,000)	(35,000)
Appropriation to Invested in Facilities—Reserves	(15,000)	(11,000)	(8,000)	(20,000)	(22,000)
Appropriation to Self-Insurance—Reserves	(2,417)	(2,257)	(1,959)	(1,467)	(412)
Net Increase in Reserves	11,909	18,293	24,662	12,431	13,630
RESERVE BALANCES					
Beginning of Year	255,057	236,764	212,102	199,671	186,041
End of Year	\$ 266,966	\$ 255,057	\$ 236,764	\$ 212,102	\$ 199,671
Represented By:					
General Reserve	\$ 176,457	\$ 173,487	\$ 173,487	\$ 156,681	\$ 144,675
Special Reserve (A)	12,767	13,898	16,047	17,551	18,658
Air Terminal Reserve (A)	13,576	18,660	22,664	27,489	32,312
Marine Terminal Reserve (A)	1,757	2,212	2,634	3,280	3,773
Consolidated Bond Reserve	62,409	46,800	21,932	7,101	253
Total	\$ 266,966	\$ 255,057	\$ 236,764	\$ 212,102	\$ 199,671
DEBT—AT YEAR-END					
General and Refunding Bonds	\$ 11,717	\$ 12,658	\$ 14,586	\$ 15,852	\$ 16,703
Air Terminal Bonds	12,671	17,203	20,577	24,641	28,601
Marine Terminal Bonds	1,657	2,059	2,417	2,983	3,389
Consolidated Bonds and Notes	1,738,529	1,668,584	1,697,287	1,523,334	1,398,055
Total Bonded Debt	1,764,574	1,700,504	1,734,867	1,566,810	1,446,748
Bank Loans	200,000	255,000	295,000	230,000	265,000
Total	\$1,964,574	\$1,955,504	\$2,029,867	\$1,796,810	\$1,711,748
INVESTED IN FACILITIES—AT YEAR-END	\$3,581,037	\$3,442,489	\$3,268,381	\$3,043,197	\$2,756,829
DEBT RETIREMENT THROUGH REVENUES AND RESERVES					
Annual	\$ 90,930	\$ 74,363	\$ 66,943	\$ 64,938	\$ 58,943
Cumulative	\$1,426,650	\$1,335,720	\$1,261,357	\$1,194,414	\$1,129,476

NOTE: These combined totals are presented for general information purposes only and are not intended to reflect specific applications of the revenues and reserves of the Port Authority, which are governed by statutes and its bond resolutions.

(A) Reserve Funds maintained in Trust since December 31, 1970. See Note H of Notes to Financial Statements.

*Restated, See Note E

See Notes to Financial Statements

Schedule H

**The Port Authority of New York and New Jersey
New York State Commuter Car Program
Assets and Liabilities**

	December 31, 1975		December 31, 1974	
	Related to Cars			
	Leased to Metropolitan Transportation Authority	Leased to Penn Central Transportation Company		Combined Total
	(In Thousands)			
Assets				
Invested in Commuter Cars, at Cost	\$63,000	\$37,489	\$100,489	\$100,489
Cash and Investment in U.S. Government Securities, at Cost (which approximates market)	—	2,462	2,462	1,932
Other Assets	238	382	620	953
Total Assets	\$ 63,238	\$ 40,333	\$ 103,571	\$ 103,374
Liabilities				
State Guaranteed Commuter Car Bonds	55,135	28,460	83,595	86,160
Accounts Payable and Other Liabilities	238	2,583	2,821	2,624
Total Liabilities	\$ 55,373	\$ 31,043	\$ 86,416	\$ 88,784
Net Assets	\$ 7,865	\$ 9,290	\$ 17,155	\$ 14,590

NOTE: Pursuant to bistate legislation, the Port Authority is authorized and empowered, upon the election of either state, to purchase and lease railroad cars to commuter railroads of the electing state, and to borrow money for such purpose or for the repayment of advances from the electing state if such state has made itself liable for the repayment of the money so borrowed. By resolution dated April 12, 1962, the Port Authority established an issue of New York State Guaranteed Commuter Car Bonds. Such Car Bonds are secured by the net revenues of the Port Authority arising out of the lease of commuter railroad cars. Car Bonds are not secured by any other revenues, reserves or assets of the Port Authority, are not general obligations of the Port Authority and are not secured by the full faith and credit of the Port Authority. In the event that lease revenues are not sufficient to provide for scheduled payment of principal and interest, the punctual payment of such debt service is fully and unconditionally guaranteed by New York State. Title to the cars is to be relinquished by the Port Authority after retirement of all obligations issued in connection with such cars.

See Notes to Financial Statements

THE PORT AUTHORITY OF NY & NJ

1975 Annual Report

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