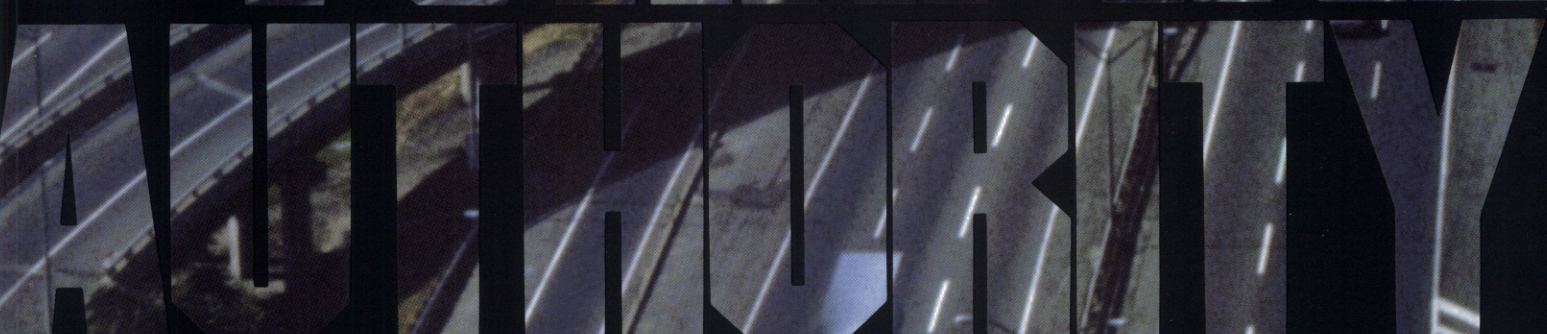
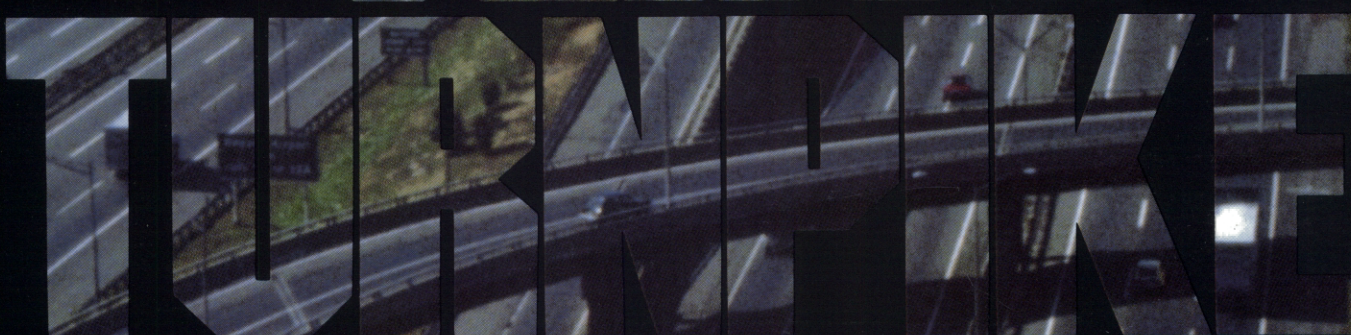
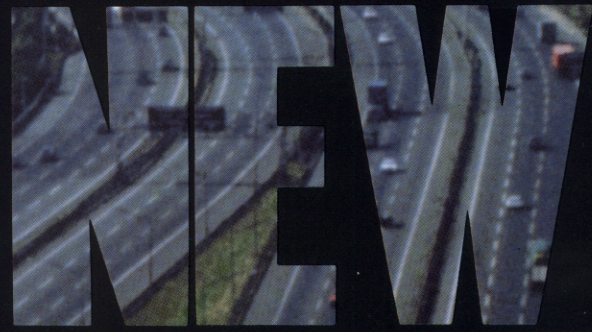


1984





COVER PHOTO:

Aerial view looking south from the westerly alignment toward the mixing bowl and the beginning of the 12-lane dual/dual roadway through the industrial area of the State between Newark and New Brunswick. It is an area targeted by the Governor for a major beautification effort during the coming year.

Letter of Transmittal

March 1, 1985



Thomas H. Kean
Governor

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

This Annual Report is presented to you with more than the usual sense of accomplishment. We can look back on two seam-splitting years of economic growth.

The sustained 8.5 percent increase in revenue vehicles leaves no question that expansion is necessary in our northern corridor. We have commissioned a conceptual engineering study to determine how best to accommodate the increasing traffic volume along the westerly alignment and critical portions of the easterly alignment north of Newark.

Meanwhile, we have completed a refunding program with the sale of \$500 million in revenue bonds to consolidate our outstanding indebtedness. The Authority will realize debt service savings, a more advantageous security structure for future financing and assurance that payments to the New Jersey Transportation Trust Fund will be facilitated.

Evidence of our accomplishments during the year includes construction of the first three miles of an innovative concrete median barrier which has been proven effective against crossover accidents, maintaining an already impressive safety record that is the envy of the nation, and a series of significant improvements described in the Departments' section of this report.

We feel that this is a proper vehicle in which to note our commendation of all members of our organization who have contributed to the fine collective record of performance reflected here. It is a record which would not have been possible without your confidence and support.

Respectfully submitted,

A handwritten signature in blue ink that reads "Joseph A. Sullivan".

Joseph A. Sullivan
Chairman

A handwritten signature in blue ink that reads "Frank E. Rodgers".

Frank E. Rodgers
Commissioner

A handwritten signature in blue ink that reads "Dolores T. Prideaux".

Dolores T. Prideaux
Treasurer

A handwritten signature in blue ink that reads "Louis Slater".

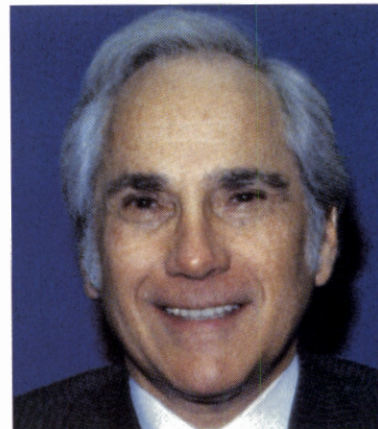
Louis Slater
Commissioner

A handwritten signature in blue ink that reads "David M. Mandelbaum".

David M. Mandelbaum
Commissioner

Staff

- | | |
|--------------------------------|--|
| William J. Flanagan | Executive Director |
| John M. Carroll | Comptroller |
| Paul M. Weckesser | Chief Engineer |
| Wallace R. Grant | Director of Maintenance |
| Robert F. Dale | Director of Operations |
| Herbert I. Olarsch | Senior Attorney |
| William J. Burke | Director of Toll Collection |
| Oliver K. Compton, Jr. | Director of Personnel |
| Gordon R. Hector | Director of Public Information |
| Richard R. Zysk | Director of Systems & Data Processing |
| Daniel J. Donahue | Director of Purchasing |
| Charles A. Dupuis, Jr. | Director of Risk Management |
| * * * | |
| Wolff & Samson | General Counsel |
| * * * | |
| Consulting Engineers | Howard Needles Tammen & Bergendoff |
| Auditors | Peat, Marwick, Mitchell & Co. |
| Traffic & Revenue Consultants, | Wilbur Smith and Associates |
| Bond Counsel | Kraft & Hughes |
| Financial Advisors | Smith Barney, Harris Upham & Co., Inc. |



1984: ONE THIRD OF A CENTURY

Beginning in 1951 with 118 miles of four-lane, limited access highway between the Delaware Memorial and George Washington Bridges, the New Jersey Turnpike today is a 142-mile roadway system which has been expanded to as many as 12 lanes in the heavily traveled northern portion of the State.

But, do not mistakenly think of the Turnpike as a "through road" that simply connects two great metropolitan areas. While it certainly does that, you should also know that 70 percent of its traffic is local oriented. That means either traffic from point to point in New Jersey or traffic which has its origin or destination in New Jersey.

Business and pleasure traffic on the Turnpike reaches every corner of our State directly or indirectly via the

cooperative network of connecting highways at 28 interchanges.

Traffic growth continues to mirror an upbeat economy with a sustained 8.5% increase as 156 million vehicles logged 3.4 billion miles. Our accidents were less than one for every million miles traveled and injuries were half of that while the fatality rate was 0.72 per 100 million vehicle miles traveled in 1984, our second safest year.

Our "Pike" has been painstakingly engineered, operated and maintained for your safety and convenience, tax free. It is financed completely by toll revenue. The Turnpike and you really are perfect together.

ENGINEERING

In 1984 the Engineering Department prepared 47 contracts which were awarded at a total construction cost of more than \$24,000,000. In addition, 23 construction contracts were underway in 1983 and carried over into 1984.

Construction of the first three miles of a high performance, heavy vehicle concrete median barrier on the Turnpike was completed in 1984. Previously, the Authority had completed a research and development project for an improved median barrier that will more effectively contain the heavy laden truck traffic that travels the Turnpike. The Newark Bay Bridge has the first installation of this new barrier which was constructed at a cost of \$3,500,000 for 1.8 miles. This is likely to have been the most expensive per mile section of barrier that will ever have been constructed on the Turnpike because of the fact that it was all installed on structure.

Another median barrier contract provided for the construction of a one mile barrier between mile 81 and mile 82 on the mainline roadway. In order to test

The Authority

(Top: left to right)

Joseph A. Sullivan
Chairman

Dolores T. Prideaux
Treasurer

Louis Slater
Commissioner

Frank E. Rodgers
Commissioner

(Bottom: left to right)

David M. Mandelbaum
Commissioner

Michael Kardon
Commissioner-elect was nominated by Governor Kean and confirmed by the Senate on November 29 to fill the position of David M. Mandelbaum whose term expires in February 1985. Mr. Mandelbaum will continue to serve the Authority as special consultant.

William J. Flanagan
Executive Director

construction methods, the contractor was required to do the work by "slip forming," which involves the extrusion of the concrete from a moveable form. This method, which until now has not been utilized in New Jersey for median barrier work, was completed successfully. We are convinced that it's the most economical way of constructing a barrier on grade. A subsequent contract was awarded in the amount of almost \$2,500,000 to provide for the "slip forming" of median barrier between mile 78 and mile 81.

Other safety improvements included guardrail modifications at a cost of \$567,000 on the Pennsylvania Turnpike Extension, and the completion of median guardrail improvements that were initiated in 1983 at a cost of over \$500,000. The installation of emergency speed warning signs, and the relocation of existing signs for improved visibility and support, were undertaken at a cost in excess of \$1,600,000. Signing improvements have received significant attention over the past several years because of deterioration of existing signs due to exposure to the elements as well as the need for improvements to accommodate the increased levels of traffic.

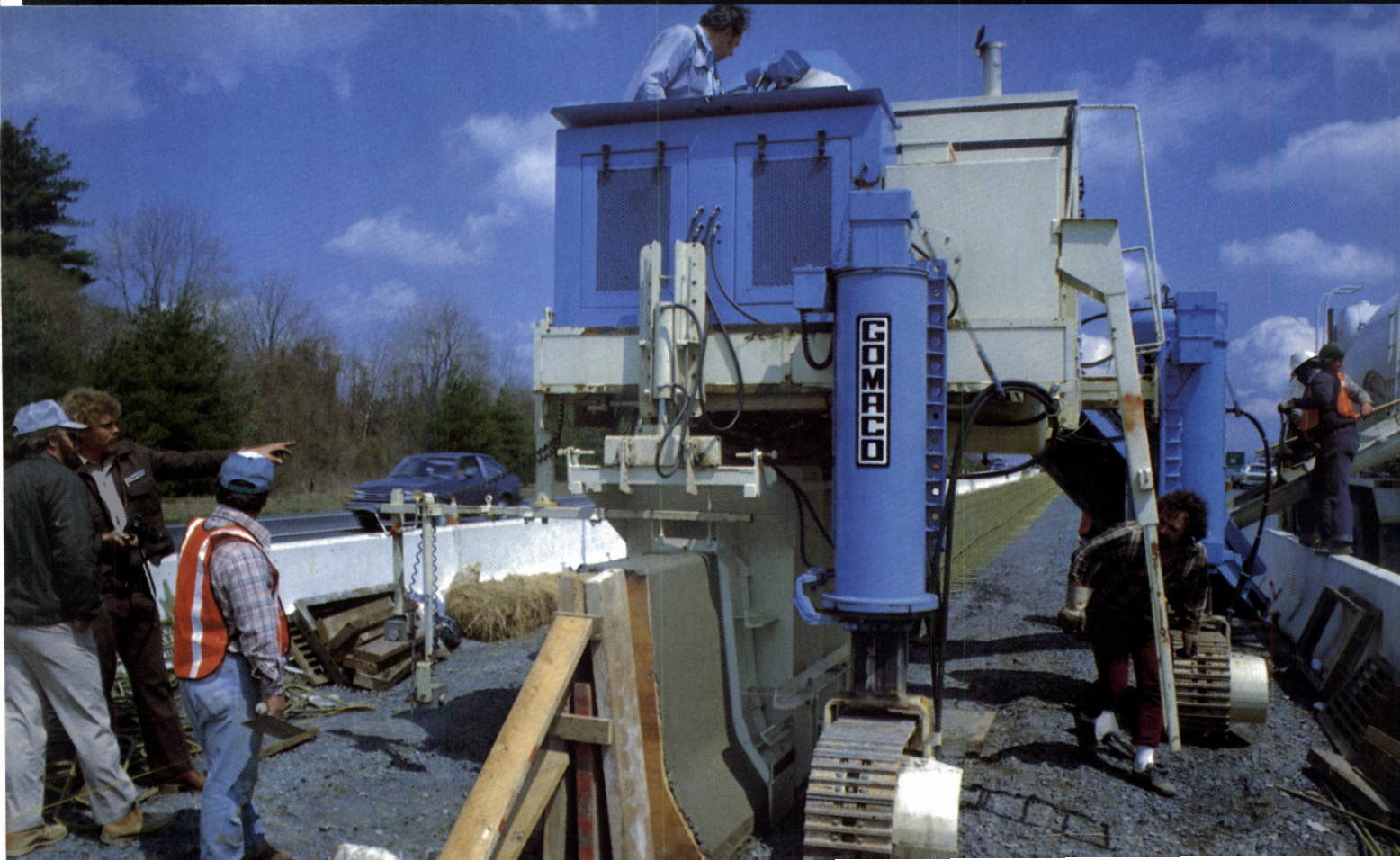
The termination of Interstate 295 in the vicinity of Interchange No. 7 in Bordentown has created a high volume of commercial vehicles utilizing this plaza. It is an old five lane facility with four exit lanes, one of which is an "off driver" lane. A major modification of the toll plaza at the existing site is not possible because of the short approach distances to the toll booths and the high fill that the plaza is built on. However, improvements to the plaza were undertaken whereby the "off driver" exit lane was modified at a cost of \$575,000. The overall net effect on the plaza operation would be like adding an additional lane to the facility. This will substantially improve the movement of traffic through the Interchange.

At Interchange 11, a contract was awarded in the amount of \$3,853,000 to provide for a four lane widening of the toll plaza. This work is scheduled to be completed in June 1985. At the same time there was underway at Interchange 11 a \$700,000 improvement of the ramp going from the toll plaza to the south-bound outer roadway. This improvement

modifies the geometrics of the ramp and corrects operational problems.

One other Interchange that saw improvement on one of the ramps, although minor at this time, was Interchange 8A in Jamesburg. This improvement reflects the need to accommodate increased levels of traffic at that Interchange as a result of development in the area. The minor ramp improvement may presage other improvements to this Interchange where, in fact, there will be a traffic signal installed at the juncture with the local road in 1985.

In keeping with our policy of trying to rehabilitate the 30 year old service stations and fuel distribution facilities, a contract was awarded in the amount of \$563,000 to do this work at the James Fenimore Cooper Service Area in Mount Laurel Township. This work includes replacement of the underground fuel storage tanks, fuel piping, and underground electrical facilities, as well as replacement of the fuel service islands and the installation of a canopy. It's expected that, in conjunction with the fuel facilities improvements, a major site improvement contract will be awarded before the end of 1984 at a cost of about \$700,000.



At the Turnpike's busiest service area, Molly Pitcher in Cranbury, we are about to put on-line a sanitary sewer connection and water supply connection to the facilities of the Monroe Township Municipal Utilities Authority. These connections, made at a cost of about \$700,000, permit the abandonment of the Turnpike's on-site sewage treatment plant and obviates the need for construction of a new water supply well at the site. It has always been the Authority's goal to get out of the water supply and sewage treatment business whenever the opportunity to connect to a municipal or private utility presented itself. In this regard, work started in 1984 to connect to the facilities of a water supply company in Hamilton Township to service our Service Areas 6N and 6S. Approximate cost of this work is \$200,000. In addition to eliminating the need to treat our own water and operate and maintain wells, we are able to avoid the replacement of our private treatment plant at an approximate savings of \$80,000.

Substantial efforts were made again this year to provide major maintenance of the Turnpike's most basic facilities, i.e.,

the roadway and bridges. Contracts totaling \$5.2 million were awarded for bridge deck and bridge joint repair. Contracts totaling \$2.5 million were awarded for resurfacing, and contracts totaling almost \$700,000 were awarded for miscellaneous structural repairs. Painting of bridge structures cost \$1.5 million in 1984. The toll plaza entry and exit approach slabs at Interchanges 16E/18E were extended and reinforced as a part of a continuing program to correct the problem of severe pavement rutting that occurs immediately in advance of the toll lanes. The work was done in a single, \$636,000 contract.

The Turnpike's many buildings continue to receive significant attention. The boilers were replaced at the Interchange 14 toll plaza utility building, and roofs were upgraded at various buildings for \$82,000. Storage facilities were provided in our "Central Shops" Maintenance District at a cost of \$43,000 and Uninter-

rupted Power Supply and Fire Detection Systems were installed at the Administration Building at a cost of \$170,000. A major effort was made to remove fire-proofing and insulation materials containing asbestos from several buildings. This work, done under the expert guidance and monitoring of a consultant, was accomplished in an expeditious and safe manner.

The new State Police facility in Moorestown was completed in 1984, and a \$207,000 contract was awarded for the installation of ladies' locker rooms and restroom facilities at seven of the larger Turnpike interchanges. Additional facilities for female toll collectors at other interchanges will be provided in 1985.

The Authority's new \$7 million computerized toll collection system was made fully operational in 1984, with final inspections and punch list work completion scheduled for early 1985. The completion of this work concludes a 6 year effort to have the most modern and efficient toll collection system utilizing state-of-the-art computer technology.

MOBILE SLIP FORMING machine extrudes concrete directly onto steel reinforcing mesh to produce continuous 42-inch high median barrier on the main line. Eventually this barrier will replace all of the original center guardrail along the entire roadway.

STEEL REINFORCING MESH is installed on approach to the Newark Bay Bridge on the Hudson County Extension. The new concrete barrier will be cast in place here since it is on-structure. All other design features conform with the slip form method at grade level.



MAINTENANCE

During the 1983-1984 winter season, the Maintenance Department responded to twenty-three snow events. Approximately 27,000 tons of salt were utilized during this period. Costs for materials, labor and contractor participation were approximately \$1.4 million.

Continuing prudent expenditure of available funding, the Maintenance Department purchased a surplus Gradall in November 1983 for \$10,000. The cost of a new equivalent unit is \$160,000. Through the winter of '83-'84, the Automotive Section at Central Shops refurbished this unit investing an additional \$8,100 for a total investment of \$18,100.

The purchase and restoration of this unit enabled the Department to postpone, for a minimum of five years, a major investment of \$160,000 in a single piece of equipment; available funding was thus utilized to replace numerous trucks needed for mainline winter maintenance. The Department also expanded

its drainage maintenance capability through the extended boom and numerous accessory buckets purchased with the Gradall.

An apprentice training program has been implemented in the Maintenance Department. A total of 31 candidates are actively enrolled in various vocational schools throughout the State. Meeting all State and Federal standards, the New Jersey Turnpike Authority is the first Toll Road Agency to be fully registered with the New Jersey Department of Education and the U.S. Department of Labor.

Efforts continued in the development of a Maintenance Management System within the Department. Two IBM personal computers have been purchased for purposes of generating small scale management programs, evaluating commercially available packaged software, and training appropriate maintenance personnel. This represents one of many stages leading towards total system integration. The ultimate goal is to develop state-of-the-art management and control techniques that will result in reduced costs through improved personnel productivity and equipment maintenance cost control.

The Maintenance Department completed the installation work associated with the new computerized toll collection system. All toll lanes are currently on-line and their operation is being monitored and controlled by a host computer located at the Administration Building.

The sign shop operation located in Hightstown has been expanded. New silk-screening equipment has been purchased for use in fabricating signs more efficiently at reduced costs.

In 1981, a construction detail was established in Northern Division. During the past several years, among other things, this group has been responsible for the construction of asphaltic concrete pads for salt storage buildings, foundations for two prefabricated steel storage buildings, and expanded efforts in the area of bridge deck spall repairs. In this latter category, the Northern Division's construction crew has performed extensive repairs on two highways that traverse the Turnpike.

EVERY 17 YEARS (on average) the Turnpike gets a face-lift in the form of a new layer of asphalt concrete. Paving contractors set a record on this day in April when 1.8-mile overlay was completed in one eleven-hour operation.



The Northern Division crew has also performed extensive repairs to deteriorated storm inlets on the easterly roadway and is presently repairing rutted wheel paths utilizing the latest state-of-the-art epoxy overlay materials. Approximately 2,000 tons of asphalt have been placed this year in an upgrading of the Central Shops storage facility as well as resurfacing of the District 6 U-turn.

A similar construction crew was established in Southern Division in July 1983. Their activities have included replacement of deteriorated reinforced concrete slabs, portland cement concrete curbs and grading and re-construction of open drainage channels. A major accomplishment this year was the site preparation for a State Police pistol range. This work entailed the grading and clearing of two acres of hardwood trees and the development of an earthen berm.

OPERATIONS

The replacement and upgrading of the speed limit and speed warning signs on the Turnpike mainline continued during 1984. All of these signs will eventually be connected with the Operation Depart-

ment's Automatic Traffic Surveillance and Control System.

Expansions of the toll plazas at Interchanges 7 and 11 were begun in 1984. When these projects are completed, four lanes will be added to Interchange 11 and one lane to Interchange 7. In addition, ramp improvements have been undertaken at Interchanges 9, 11, 13 and 15E in an effort to improve the safety of Turnpike patrons.

One mile of concrete median barrier was constructed on the Turnpike's mainline south of Interchange 9 and two miles on the Newark Bay-Hudson County Extension. Three additional miles are currently under construction south of Interchange 9. The concrete barrier has been crash-tested and has been proven to be effective against crossovers by 80,000 lb. tractor-trailers.

A motorist response system has been installed near Interchanges 16W and 17E. The new system advises the motorist of congestion and alternate routing in the vicinity of the Sports Complex.

Despite a substantial increase in activities at the Sports Complex in 1984, traffic between the Turnpike and the Sports Complex was handled in a safe and efficient manner.

Members of the Operations Department have successfully completed a ten-day Hazardous Material Control Course in College Station, Texas. In addition, members of the Operations Department attended various seminars and participated in professional organization meetings discussing various topics related to projects handled by the Operations Department.

In July and August of 1984, Safety Breaks were held at three service areas. Over 1,000 people were given demonstrations and literature covering a variety of highway safety items. Films dealing with highway safety topics were also shown to the Safety Break attendees. The 6th Annual Truck Safety Meeting was sponsored by the N.J. Motor Truck Association, State Police, Turnpike Authority and the U.S. Department of Transportation.

Restaurants in the service areas showed a considerable gain in sales during 1984. On the other hand, fuel

BUSINESS AS USUAL while maintenance men perform crack sealing chores on the Hackensack River Bridge. This work is done in off-peak traffic hours for maximum employee safety and patron convenience.



Turnpike Safety Record

sales basically remained steady. Renovation of the gas islands and service station at Service Area 4N commenced at the end of 1984. In August 1984, pay parking for vehicles parked over two hours was instituted at the Vince Lombardi Service Area. Many of the previous operational problems at the site were alleviated after the imposition of the parking fee.

During 1984, about 182 vehicles left unclaimed at contract garage areas were disposed of by the Emergency Services Division of the Operations Department. The Emergency Services Division coordinated the operations of 33 contract garages, 40 ambulance squads and 26 fire department and road service vehicles from the 13 service areas.

State Police, Troop "D"

State Police assigned to Troop "D" continued their enforcement of the 55 mph speed limit in an effort to educate motorists to strictly adhere to the speed limit. The number of speeding summonses issued in 1984 was 37,735. The drinking driver is of prime concern to the State Police, as well as the Turnpike Authority. State Police arrested 797 motorists for driving while under the influence.

| | 1984 | 1983 |
|------------------------------|------------------|------------------|
| Enforcement: | | |
| Summonses Issued | 73,613 | 79,755 |
| Criminal Arrests | 3,146 | 2,643 |
| Aids to Motorists: | | |
| Mechanical | 42,337 | 40,866 |
| Gasoline | 5,818 | 5,835 |
| Flat Tires | 5,677 | 5,767 |
| Overheat | 989 | 1,158 |
| Other | 24,167 | 25,363 |
| Total Aids | 78,988 | 78,989 |
| Aid Ratio | 1 per 1,975 veh. | 1 per 1,821 veh. |
| Aids Per Day | 216 | 216 |
| Accident Information: | | |
| Accidents | 3,420 | 3,090 |
| Accident Rate | 99.0 | 96.1 |
| Personal Injuries | 1,808 | 1,575 |
| Injury Rate | 52.4 | 49.0 |
| Fatal Accidents | 22 | 19 |
| Fatalities | 25 | 20 |
| Fatality Rate | 0.72 | 0.62 |

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



A total of 3,420 motor vehicle accidents were investigated by the State Police in 1984. In January, motor vehicle accidents showed a 67.3% increase over the previous year. In an effort to decrease this figure, the State Police initiated a High Visibility Program, which placed extra patrols in high accident areas. These high accident areas were closely monitored by the Troop "D" Traffic Section, with the assistance of the Turnpike Authority's main frame computer. Since the inception of the High Visibility Program, there was a notable steady decline in percentage of increase in motor vehicle accidents. By the end of 1984, the 67.3% was reduced to 10.7%. Of the 3,420 accidents investigated in 1984, 22 were fatal accidents which resulted in 25 deaths, reflecting a fatality rate of 0.72% per 100 mvm. The fatality rate is the second lowest in the history of the Turnpike.

State Police issued 73,613 summonses in 1984. Of these summonses, 27,772 were issued to trucks, 628 to

buses, and 45,213 to all other vehicles. Minor infractions of the Motor Vehicle Code required issuance of 23,388 warnings. In addition, Troop "D" provided Aid to 78,988 patrons. Toll evasion accounted for 197 summonses issued to those violators.

The Criminal Investigation Section accomplished 3,146 arrests, encompassing a broad spectrum, ranging from homicide to juvenile runaways. Making up a major portion of arrests were 575 for carrying deadly weapons and 1,595 for various narcotic violations, a majority being large quantities of marijuana and cocaine. Recovered property values were in excess of \$5,000,000 for confiscated narcotics seized and a total for 1984 in excess of \$5,500,000.

TOLL COLLECTION

Toll operations went forward smoothly with traffic at all interchanges on the increase as, nationwide, the public was again on the move in 1984.

During the year, the Department's three divisions, Toll Collection, Park-Ride and Utility kept pace with increasing

demands for their services. In Toll Collection training was accomplished as further portions of the new computerized toll system were phased into operation. Park-Ride saw use of its facilities in East Brunswick and Ridgefield at maximum capacity. And, the Utility Division continued its day-to-day housekeeping chores at our 27 toll plazas plus responding to snow handling duties during the winter period.

Tolls, of course, are the primary source of revenue for the operation, maintenance and management of our Turnpike. They are collected, one-at-a-time, in more than 156 million personal transactions with the motoring public. The Toll Collection Department employees comprise the largest work force on the Turnpike and their pleasant attitude sets the standard for good customer relations which prevail throughout the organization.

BRAND NEW State Police Substation at Moorestown contains the latest state-of-the-art equipment for the police function and includes full accommodations for our women troopers. Facilities at our Toll Plazas are being similarly modified to accommodate our women collectors.

INDONESIAN HIGHWAY OFFICIALS get firsthand information on new computerized toll equipment during month-long training program in all aspects of turnpike management. Indonesia has embarked on an ambitious 10-year plan to develop a 500 kilometer national toll road system.



SYSTEMS & DATA PROCESSING

At the close of 1984, Systems and Data Processing can look back on an exciting, interesting and productive transitional period.

Ensuring that the needs of the Turnpike are met, both present and future, resulted in a comprehensive review of our specifications for the acquisition of a modern Main Frame Computer. Recommendations from various departments are being studied for inclusion in the final specifications for submission to the Commission and the Industry early in 1985.

Our Department was deeply involved in the continued effort to install the Toll Modernization System. Conversion to the 'Final Mode' operation, in the toll lanes, was completed during the late spring and early summer. Data Processing is continuing to monitor and review the 'Collector Audit' aspect of the system to isolate and correct, in concert with the contractor, remaining deficiencies. Complete acceptance and conversion will take place in early 1985.

Studies for the enhancement of the Automatic Traffic Surveillance and Control System are progressing and actual work is scheduled to commence during the first quarter of 1985. In preparation, two modern ATSC computers, replacing the original obsolete models, were purchased, installed and brought on-line during 1984.

In addition to these major projects, a number of enhancements and new applications were installed continuing our mandate to provide standard data processing operations for the entire Turnpike. Included were new collector, roadway accident and payroll reports for the responsible departments.

Record volumes were encountered several times during the year with the high of 594,545 vehicles recorded on November 21, 1984. Normal day-to-day operations of the Authority were reflected in our operational staff's ability to process a record number of 155,793,396 toll tickets during the year as well as prepare weekly bills for over 1,000 charge account customers.

PURCHASING

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

A vast assortment of items is necessary to meet the increasing demands of each department that serves the Authority. Exactly 3,358 Purchase Orders were released by the Purchasing Department in 1984 totaling \$10,755,236.87.

The largest challenge faced by Maintenance is to ensure that each district has an inventory of parts and supplies for the total operation. Carpenters require lumber, aluminum sheets, reflective sign materials, paint, hardware and related items. Automotive personnel require parts for a large auto/truck fleet, lubricants, motor oils, tires, anti-freeze, etc. Purchasing also provided new vans, light and heavy trucks, plus the entire motor pool fleet for necessary mobility. Our Landscaping/Horticultural staff received the latest in tools, chemicals, tractors and mowers. Electricians and Building Maintenance personnel need cable, supplies,



lamp standards, boiler repair parts, etc.

Since maintenance of the road surface is critical, several different types of asphalt were purchased for resurfacing. Bridge deck material and special joint and crack sealants were purchased. Traffic cones to divert traffic around construction areas and special barricade devices are in daily use. Rock Salt and Calcium Chloride are used by maintenance crews along with outside snow removal contractors to assure the motorist a safe trip despite inclement weather conditions.

Our State Police maintain three stations on the Turnpike and the opening of a new facility in Moorestown resulted in the purchase of new furniture and other items necessary for policing operations. Included each year are new State Police vehicles which replace older models.

Toll Collection received new uniforming requirements, i.e., medium-weight jackets, surcoats, shirts and trousers. Toll booth glass is inspected and replaced promptly when necessary to assure the safety of each collector.

Systems and Data Processing re-

ceived their allocation of toll tickets and computer equipment.

Engineering received new equipment and supplies to complement their electronic and technical facilities including an Uninterruptible Power System. Installation of this system will assure delivery of continuous stable power to the computer network vital in Turnpike operations.

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

The Director of Purchasing also acts in the capacity of Surplus and Salvage Officer. Through bi-monthly State of New Jersey auctions, the Authority received \$248,149.25 from the sale of used vehicles and equipment. The sale of used toll tickets to the highest bidder produced \$18,312.

PERSONNEL

In February 1984, Commissioner Francis G. Fitzpatrick completed his term as member of the New Jersey Turnpike Authority. Frank E. Rodgers became the fifth member of the Authority when he was sworn in as Commissioner on November 21.

Following the untimely death of Robert E. Ramsen, William J. Burke was named Director of Toll Collection effective February 6.

Other personnel changes during 1984 include the hiring of 115 new employees as replacements and 27 as additions. One hundred thirteen employees left the Authority either by retirement, resignation, death or release.

Other Activities:

Tuition Refund Program—59 separate requests for tuition refund were acknowledged with reimbursements accomplished.

Promotional—111 promotions were effected among all classifications of employees.

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

CHAIRMAN SULLIVAN responds to News 9 Television reporter's questions on Commission Meeting day. The news media keeps close track of Turnpike Authority agenda which is one good barometer of New Jersey's economic progress.



LOOKING NORTH from the Administration Building in New Brunswick at beginning of the 12-lane dual/dual roadway which is monitored by the Automatic Traffic Surveillance and Control System. Round wing in foreground of the complex houses the communications center and traffic computers.

Scholarship—Joseph G. Novellino, son of Toll Collector Joseph Novellino, was 1984 Laderman Scholarship winner.

Longevity—417 Employees have been with the Authority for 10 years and 544 for at least 15 years. The 33rd Annual Service Awards Banquet was held on December 4 honoring 37 employees with 25 and 30 years of service.

Special Programs:

Training—A unique program was held for 30 operating supervisory personnel. It was well received by the participants and will be evaluated for its potential to improve managerial skills throughout the organization.

Apprentice—This program is a joint management/union effort and, as a product of our latest agreement, is well underway with 31 participants.

Health Maintenance Organizations—Effective June 1, Turnpike employees were enlisted in six HMO's dependent upon area representation.

Employee Assistance Program—We have concluded one year of participation in this program which, from all indications, is a welcome success.

Five-State Survey Group—Five of our Departments were represented at the fall meeting of this professional organization.

Medical Section Activity:

Visits to this section totaled 2,312. They were classified as non-occupational, job-connected, pre-employment, periodic and promotional exam visits. The regional concept was again applied to two separate annual blood donor days. The result was a record 324 pints added to the Authority's Blood Bank.

LEGAL

The Legal Department has continued progress in its program to dispose of properties acquired for the defunct Toms River Expressway Project.

Tax appeals filed in the Counties of Camden, Gloucester, Mercer, Salem and Burlington were successful in either trying or settling about half of the cases with a substantial tax saving to the Authority, which will be extended for the years 1985 and 1986.

The department has been involved in the litigation of several major lawsuits for the recovery of large property damage claims caused by major accidents, several of which have resulted in the recovery of monies in excess of \$300,000. The Authority has consistently benefited by the definitive efforts of the department in assisting Risk Management with recoveries in property damage claims resulting from accidents on the Turnpike.

Negotiations have been conducted with various State and local agencies concerning contractual agreements of mutual interest.

Due to increasing commercial growth along the Turnpike corridor, the department has been actively involved in the opposition of applications to local boards and state agencies for commercial billboards directed at the Turnpike. We hold the view that this proliferation of billboards has a detrimental effect on traffic safety. The department is actively working with various safety experts toward the formulation of regulations prohibiting billboards adjacent to the Turnpike.

The Legal Department has assisted in labor grievances and disciplinary actions and participated in Labor/Management matters.

The Employees' Deferred Compensation Plan has continued to be successful under the department's administration of the Plan, with total Plan assets exceeding \$4,500,000.

RISK MANAGEMENT

The Risk Management Department accomplished its objective of protecting the Authority's physical and financial assets in 1984.

The insurance industry's reaction to the worst year of underwriting losses was predictable. Rates were increased and capacity tightened. Nevertheless, the Authority's program of soliciting renewal proposals every three years paid off. Premium increases for property and casualty were held to an acceptable 21%.

In the benefits area, our second year of self-funding produced savings that more than offset the property and casualty increases. A self-funded prescription drug program was inaugurated and Health Maintenance Organization (HMO) facilities were offered to our employees.

Loss Control activities produced gratifying results. A training program of "Minimizing Back Strain," aimed at reducing our number one workers' compensation accident problem, has already produced positive results.

Three unique one-day "safety break" programs were held in service areas for the purpose of promoting safety and enhancing the relationship between the Authority and its patrons. Promoting the use of seat belts for patrons and employees earned the Authority a citation from the New Jersey Safety Council.

An Accident Review Committee was established in 1984 to review all employee accidents and determine if they were preventable. The end result was a reduction in claims since 1983. There were 539 on-the-job accidents processed for Workers' Compensation claim payment in 1984. This is a reduction of 35 claims since 1983.

The Claims section of this department recovered \$1,480,458 from 1,100 accidents which resulted in damage to Turnpike property in 1984.

PUBLIC INFORMATION

The Public Information Department issued 40 press releases during the course of the year and hosted reporters attending the 12 monthly Turnpike Authority Commissioners' Meetings. Information concerning meeting agenda items was released, upon request, to reporters not in attendance. Satisfying written or verbal requests is an important part of the public information process.

Our monthly patrons' newsletter and our employees' house organ augmented this flow of information to their respective readers. We participated in the Governor's "Jersey Jubilee" shopping mall exhibit program coordinating the "Authorities and You—Perfect Together" segment.

An emergency duty roster makes public information personnel available on a 24-hour-a-day basis. This service was activated on 24 occasions when it was necessary to disseminate special information concerning fog, snow, accident or other unusual conditions. Special emergency press passes are issued to reporters and photographers who cover news events on Turnpike property.

This year, Public Information arranged for the hosting of toll facility representatives from Sweden, Italy, Japan, Egypt and Indonesia. Our willingness to share our expertise is well known throughout the world.

A Community Relations Section maintains contact with our neighbors resolving problems on both sides of the fence. Eighty-three such complaints were satisfactorily resolved.

A Photographic Section handles a wide variety of photo and video tape assignments. This section also supervises television and motion picture crews with shooting locations on our property. Scenes for two television documentaries and one educational film were shot on the Turnpike in 1984.

Submissions to the Turnpike Suggestions Program are processed through the Public Information Department for review by the various departments and consideration by the Suggestions Committee. Of the 147 ideas so screened, fourteen were adopted and won awards for their suggesters.

33 Years of Operation

| | Revenue Vehicles | Toll Revenue | Revenue Mileage | Concession Revenues | Other Revenues | Total Revenues |
|------|---------------------|-----------------|--------------------|------------------------|-------------------|-------------------|
| 1951 | 787,195 | \$ 587,326 | 38,246,174 | \$ 32,861 | \$ 87 | \$ 620,274 |
| 1952 | 17,948,235 | 16,241,267 | 765,807,780 | 1,523,038 | 65,330 | 17,829,635 |
| 1953 | 22,005,078 | 19,192,647 | 868,606,100 | 1,853,880 | 464,102 | 21,510,629 |
| 1954 | 24,555,441 | 20,756,344 | 927,393,967 | 1,826,777 | 634,641 | 23,217,762 |
| 1955 | 25,888,319 | 21,122,503 | 939,672,825 | 1,859,952 | 923,169 | 23,905,624 |
| 1956 | 31,588,224 | 24,513,371 | 1,064,377,974 | 2,056,530 | 1,197,682 | 27,767,583 |
| 1957 | 39,269,643 | 29,022,910 | 1,200,254,680 | 2,370,516 | 1,447,014 | 32,840,440 |
| 1958 | 41,615,115 | 30,159,491 | 1,232,527,909 | 2,400,793 | 1,554,434 | 34,114,718 |
| 1959 | 46,199,339 | 33,317,927 | 1,343,847,970 | 2,602,998 | 1,396,407 | 37,317,332 |
| 1960 | 49,083,017 | 35,583,987 | 1,414,759,197 | 2,650,147 | 1,274,321 | 39,508,455 |
| 1961 | 51,737,682 | 37,192,652 | 1,471,802,723 | 2,649,106 | 1,156,969 | 40,998,727 |
| 1962 | 54,900,745 | 39,240,487 | 1,560,490,809 | 2,660,029 | 1,180,789 | 43,081,305 |
| 1963 | 56,677,379 | 40,778,566 | 1,610,706,177 | 2,749,777 | 1,270,264 | 44,798,607 |
| 1964 | 60,707,631 | 44,148,839 | 1,753,074,755 | 3,436,989 | 1,446,046 | 49,031,874 |
| 1965 | 64,957,715 | 46,122,200 | 1,856,395,130 | 3,624,311 | 1,549,790 | 51,296,301 |
| 1966 | 69,850,328 | 48,609,809 | 1,944,951,873 | 3,752,280 | 1,628,281 | 53,990,370 |
| 1967 | 73,528,656 | 51,229,549 | 2,030,844,201 | 3,976,450 | 1,642,227 | 56,848,226 |
| 1968 | 78,205,075 | 55,339,724 | 2,138,002,435 | 4,323,562 | 1,653,381 | 61,016,667 |
| 1969 | 80,618,191 | 57,636,727 | 2,202,999,403 | 4,624,406 | 1,979,854 | 64,240,987 |
| 1970 | 89,655,299 | 63,934,463 | 2,382,332,241 | 4,959,536 | 1,949,358 | 70,843,357 |
| 1971 | 98,533,612 | 70,124,311 | 2,574,226,834 | 5,322,464 | 1,004,360 | 76,451,135 |
| 1972 | 107,933,291 | 75,939,682 | 2,740,521,973 | 5,612,148 | 997,242 | 82,549,072 |
| 1973 | 110,422,434 | 78,996,947 | 2,753,067,671 | 5,226,934 | 1,261,793 | 85,485,674 |
| 1974 | 106,628,059 | 75,243,082 | 2,529,483,967 | 4,924,039 | 3,062,147 | 83,229,268 |
| 1975 | 105,632,830 | 84,385,089 | 2,583,789,035 | 5,315,803 | 6,553,424 | 96,254,316 |
| 1976 | 109,233,669 | 91,081,922 | 2,671,766,280 | 5,176,767 | 4,756,959 | 101,016,648 |
| 1977 | 113,664,015 | 95,111,786 | 2,759,241,650 | 5,232,246 | 5,026,621 | 105,370,653 |
| 1978 | 120,622,761 | 100,837,720 | 2,885,020,752 | 5,959,715 | 5,757,312 | 112,554,747 |
| 1979 | 121,031,648 | 100,884,856 | 2,803,773,003 | 5,956,116 | 9,452,586 | 116,293,558 |
| 1980 | 122,587,520 | 118,613,863 | 2,850,062,160 | 6,013,967 | 6,700,771 | 131,328,601 |
| 1981 | 127,211,999 | 126,188,012 | 2,930,550,698 | 5,929,656 | 13,787,205 | 145,904,873 |
| 1982 | 132,932,001 | 129,922,144 | 3,022,902,748 | 5,983,228 | 14,257,360 | 150,162,732 |
| 1983 | 143,854,884 | 139,894,904 | 3,205,540,623 | 6,521,074 | 10,047,954 | 156,463,932 |
| 1984 | 156,029,218 | 151,913,410 | 3,442,060,842 | 7,301,559 | 12,617,054 | 171,832,023 |

Revenue Vehicles

Toll Revenue

Revenue Mileage

| 1984 | | 1983 | | 1984 | | 1983 | | 1984 | | 1983 | |
|-----------|-------------|-------------|-----------|---------------|---------------|-----------|---------------|---------------|-----------|---------------|---------------|
| January | 10,883,376 | 10,385,028 | January | \$ 10,532,357 | \$ 9,920,901 | January | 225,859,052 | 219,115,332 | January | 225,859,052 | 219,115,332 |
| February | 11,157,879 | 9,200,590 | February | 10,757,792 | 8,860,577 | February | 231,519,976 | 192,191,206 | February | 231,519,976 | 192,191,206 |
| March | 12,066,573 | 11,867,159 | March | 11,699,314 | 11,456,415 | March | 252,854,677 | 250,901,015 | March | 252,854,677 | 250,901,015 |
| April | 12,722,973 | 11,471,761 | April | 12,411,624 | 11,124,578 | April | 284,234,219 | 256,412,216 | April | 284,234,219 | 256,412,216 |
| May | 13,525,505 | 12,423,109 | May | 13,249,948 | 12,145,856 | May | 299,975,347 | 283,463,409 | May | 299,975,347 | 283,463,409 |
| June | 13,608,152 | 12,870,734 | June | 13,361,500 | 12,585,146 | June | 303,537,883 | 287,179,206 | June | 303,537,883 | 287,179,206 |
| July | 13,865,292 | 12,951,422 | July | 13,695,684 | 12,770,978 | July | 323,238,992 | 313,049,797 | July | 323,238,992 | 313,049,797 |
| August | 14,804,243 | 13,532,935 | August | 14,735,027 | 13,504,322 | August | 350,169,177 | 321,125,908 | August | 350,169,177 | 321,125,908 |
| September | 13,207,462 | 12,404,741 | September | 12,780,521 | 12,124,298 | September | 296,059,240 | 278,059,099 | September | 296,059,240 | 278,059,099 |
| October | 13,945,335 | 12,578,298 | October | 13,531,398 | 12,128,667 | October | 296,674,652 | 273,765,754 | October | 296,674,652 | 273,765,754 |
| November | 13,389,907 | 12,184,820 | November | 12,966,653 | 11,797,136 | November | 295,252,992 | 268,747,387 | November | 295,252,992 | 268,747,387 |
| December | 12,852,521 | 11,984,287 | December | 12,191,592 | 11,476,030 | December | 282,684,635 | 261,530,294 | December | 282,684,635 | 261,530,294 |
| | 156,029,218 | 143,854,884 | | \$151,913,410 | \$139,894,904 | | 3,442,060,842 | 3,205,540,623 | | 3,442,060,842 | 3,205,540,623 |

Budgets of Operating Expenses for 1985 and 1984

| Classification | 1985 | 1984 |
|------------------------------|---------------|---------------|
| Administration—General | \$ 2,619,300 | \$ 2,473,900 |
| Data Processing/Systems | 3,672,100 | 3,547,400 |
| Accounting | 999,400 | 901,000 |
| Operations: | | |
| Traffic Control and Police | 9,450,300 | 8,601,600 |
| Toll Collection | 31,322,900 | 28,239,400 |
| Maintenance | 27,311,000 | 25,429,100 |
| Engineering | 2,080,900 | 2,023,000 |
| Risk Management | 6,454,400 | 5,900,400 |
| Non-Departmental: | | |
| Professional Fees | 393,000 | 398,700 |
| Fiduciary Fees | 174,500 | 179,500 |
| Pension and Retirement Funds | 8,355,900 | 7,562,800 |
| Taxes | 210,000 | 200,000 |
| | 93,043,700 | 85,456,800 |
| Maintenance Reserve Fund | 18,000,000 | 17,150,000 |
| State Payment Fund | 12,000,000 | — |
| Total | \$123,043,700 | \$102,606,800 |

Contract & Orders Awarded in 1984 in Excess of \$100,000

Engineering

| Contract No. | Contractor | Amount |
|--------------|---|------------|
| R-833 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | \$ 178,620 |
| R-841 | Roman Asphalt Corp. Newark, NJ | 803,278 |
| R-843 | Delphi Painting & Decorating Co., Inc. Bronx, NY | 384,077 |
| R-829 | Spearin, Preston and Burrows, Inc. New York, NY | 189,847 |
| R-854 | Trap Rock Industries, Inc. Kingston, NJ | 1,472,677 |
| R-840 | Frassetto Construction Co., Inc. Hackensack, NJ | 636,962 |
| R-838 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | 479,696 |
| R-856 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | 2,359,545 |
| R-852 | Frassetto Construction Co., Inc. Hackensack, NJ | 569,753 |
| R-859 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | 2,848,189 |
| R-855 | Trap Rock Industries, Inc. Kingston, NJ | 1,024,970 |
| R-850 | Delphi Painting & Decorating Co., Inc. Bronx, NY | 1,092,000 |
| R-831 | Robert Bossert Co., Inc. Newark, NJ | 198,423 |
| R-808 | Statewide Hi-Way Safety, Inc. Hammononton, NJ | 567,638 |
| R-848 | Cruz Construction Co., Inc. Holmdel, NJ | 3,853,279 |
| R-867 | Frassetto Construction Co., Inc. Hackensack, NJ | 705,953 |
| R-871 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | 727,000 |
| R-872 | Whitmyer Bros., Inc. Hammononton, NJ | 135,000 |
| R-845 | Bishop/Bar San (Joint Venture) Mt. Vernon, NY | 157,800 |
| R-878 | Roman Asphalt Corp. Newark, NJ | 2,487,837 |
| R-864 | Lessner Electric Co. Elizabeth, NJ | 167,167 |
| R-847A | Leonard A. Antonelli, Inc. Camden, NJ | 390,155 |
| R-869A | E. Forrest & Sons, Inc. Croydon, PA | 563,738 |
| R-869B-1 | Della Pello Contracting Co. Union, NJ | 703,636 |

Professional Services

| OPS No. | Engineer/Architect | Amount |
|---------|---|-----------|
| 956 | Howard Needles Tammen & Bergendoff Fairfield, NJ | \$162,000 |
| 959 | Urban Engineers Philadelphia, PA | 107,000 |
| 961 | Howard Needles Tammen & Bergendoff | 325,000 |
| 964 | Edwards & Kelcey, Inc. Livingston, NJ | 110,000 |
| 972 | Howard Needles Tammen & Bergendoff | 398,000 |
| 975 | Howard Needles Tammen & Bergendoff | 251,000 |
| 976 | Edwards & Kelcey, Inc. | 300,000 |
| 984 | Howard Needles Tammen & Bergendoff | 102,885 |
| 990 | Howard Needles Tammen & Bergendoff | 344,375 |
| 880B | Wilbur Smith & Associates, Inc. New Haven, Conn. | 105,085 |

Legal-Real Estate

| Amount |
|--------------|
| \$139,489.18 |
| \$425,000.00 |

Risk Management

| Premium |
|--------------|
| \$358,329.00 |

Purchasing

| Purchase Order No. | Vendor | Description | Amount |
|--------------------|---|--|---------------|
| P-37716 | Consolidated Laundries Jersey City, NJ | Rental & Maintenance Clothing/Maintenance Dept. (Two year contract) | \$ 190,000.00 |
| P-37720 | Digital Equipment Parsippany, NJ | Preventive and Corrective Maintenance— Computer System | 101,516.00 |
| P-38066 | Pine Belt Chevrolet Lakewood, NJ | Motor Pool Fleet Sedans and Station Wagons | 264,200.00 |
| P-38103 | Ennis Paint Mfg., Inc. Ennis, TX | White/Yellow Traffic Paint | 111,127.56 |
| P-38191 | Syro Steel Company Girard, OH | Guard Rail elements and related parts | 116,037.00 |
| P-38617 | Motorola, Inc. Glen Rock, NJ | Two-Way Radio Equipment | 117,227.00 |
| P-38618 | Circle Chevrolet Co. Shrewsbury, NJ | State Police Fleet | 676,890.00 |
| P-38823 | Atlantic Salt Co. Staten Island, NY | Sodium Chloride Rock Salt | 220,450.00 |
| P-38834 | Circle Chevrolet Shrewsbury, NJ | Chevrolet Light Trucks | 428,737.96 |
| P-39004 | United Armored Service Elizabeth, NJ | Armored Truck Service (Three Year Contract) | 1,134,000.00 |
| P-39893 | Pedroni Fuel Vineland, NJ | Fuel Oil Contract Southern Area | 221,000.00 |
| P-39898 | Buck Construction Spotswood, NJ | Snow Removal (Two Seasons) Hightstown thru Woodbridge | 162,000.00 |
| P-40272 | Mitchell Supreme Fuel Orange, NJ | Fuel Oil Contract Northern Area | 235,000.00 |
| P-40315 | Cargill, Inc. Lansing, NY | Sodium Chloride Rock Salt | 127,690.00 |
| P-40511 | Barnes Chevrolet Summit, NJ | Compact Vans—19 | 179,217.00 |
| P-40518 | Rice & Holman Truck Pennsauken, NJ | Cab and Chassis—12 | 587,004.00 |
| P-40139 | Magnetic Data Carriers Rockford, IL | Toll Tickets (Six Month Contract) | 924,930.04 |
| P-40519 | International Harvester Pennsauken, NJ | Cab and Chassis—2 | 127,960.00 |
| P-40547 | Hardroads, Inc. East Brunswick, NJ | Snow Removal (Two Seasons) Edison thru Newark | 162,000.00 |
| P-40022 | Hughes Environmental Eng. | Maintenance & Service of Air Conditioner Units (Three year contract) | 220,104.46 |



Peat, Marwick, Mitchell & Co.
Certified Public Accountants
168 Franklin Corner Road
Trenton, New Jersey 08648

New Jersey Turnpike Authority
New Brunswick, New Jersey:

We have examined the statement of assets, liabilities and fund balances of the New Jersey Turnpike Authority as of December 31, 1984, the related statements of revenues and expenses and changes in fund balances for the year then ended, and the statement of cost of investment in facilities at December 31, 1984. Our examination was made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

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

In our opinion, the aforementioned financial statements present fairly the assets, liabilities and fund balances of the New Jersey Turnpike Authority at December 31, 1984, the revenues and expenses and changes in fund balances for the year then ended, and the cost of investment in facilities at December 31, 1984, on the basis of accounting described in note 1, which basis has been applied in a consistent manner.

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

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

Peat, Marwick, Mitchell & Co

January 29, 1985

New Jersey Turnpike Authority
Statement of Assets, Liabilities and Fund Balances
December 31, 1984
with comparative total
memorandum figures for 1983

| | <u>Funds held by Authority</u> | | | |
|--|--------------------------------|-------------------------|------------------------------|---|
| | <u>Assets</u> | <u>Revenue fund</u> | <u>Construction fund</u> | <u>Maintenance reserve fund</u> |
| Cash | | \$ 13,681,366 | 240,153 | 112,624 |
| Investments, at cost which approximates market (note 2) | | 10,589,406 | 13,078,408 | 11,400,000 |
| Accounts receivable | | 2,063,240 | 698,076 | 1,517,918 |
| Interfund accounts, net | | (2,450,341) | - | - |
| Deposits in condemnation | | - | 2,692,380 | - |
| Cost of investment in facilities | | - | <u>1,381,397,381</u> | - |
| | | <u>\$ 23,883,671</u> | <u>1,398,106,398</u> | <u>13,030,542</u> |
| <u>Liabilities and Fund Balances</u> | | | | |
| Accrued interest payable | | - | - | - |
| Withholdings from employees (note 5) | | 4,957,689 | - | - |
| Toll revenues received in advance | | 275,826 | - | - |
| Due to State of New Jersey | | - | - | - |
| Amounts retained from contractors and engineers | | - | 129,750 | 1,020,995 |
| Other liabilities | | 1,558,804 | - | 540,000 |
| Bond indebtedness (note 3): | | | | |
| Turnpike Revenue Bonds | | - | - | - |
| Turnpike System Revenue Bonds | | - | - | - |
| Turnpike Revenue Bonds, 1984 Series | | - | <u>501,825,000</u> | - |
| Total liabilities | | <u>6,792,319</u> | <u>501,954,750</u> | <u>1,560,995</u> |
| Fund balances: | | | | |
| Applied to retirement of bond indebtedness | | - | 896,151,648 | - |
| Revenues retained | | <u>17,091,352</u> | - | <u>11,469,547</u> |
| Total fund balances | | <u>17,091,352</u> | <u>896,151,648</u> | <u>11,469,547</u> |
| Commitments and contingent liabilities (note 8). | | | | |
| | | <u>\$ 23,883,671</u> | <u>1,398,106,398</u> | <u>13,030,542</u> |

See accompanying notes to financial statements.

| State payment fund | Special project reserve fund | General reserve fund | Funds held by trustee | | Total memorandum only - (note 7) | |
|--------------------------|---------------------------------------|----------------------------|--------------------------|-------------------------|--|----------------------|
| | | | Debt service fund | Debt reserve fund | 1984 | 1983 |
| 17,231 | 10,462 | 4,203 | - | 5,977 | 14,072,016 | 15,850,784 |
| 6,400,000 | 36,400,000 | - | 19,441,792 | 46,495,663 | 143,805,269 | 108,469,151 |
| - | - | - | - | - | 4,279,234 | 2,586,669 |
| - | - | 2,450,341 | - | - | - | - |
| - | - | - | - | - | 2,692,380 | 2,870,793 |
| - | - | - | - | - | 1,381,397,381 | 1,313,547,804 |
| <u>6,417,231</u> | <u>36,410,462</u> | <u>2,454,544</u> | <u>19,441,792</u> | <u>46,501,640</u> | <u>1,546,246,280</u> | <u>1,443,325,201</u> |
| - | - | - | 19,441,792 | - | 19,441,792 | 19,007 |
| - | - | - | - | - | 4,957,689 | 3,778,660 |
| - | - | - | - | - | 275,826 | 284,215 |
| 6,417,231 | - | - | - | - | 6,417,231 | - |
| - | 906,786 | 12,900 | - | - | 2,070,431 | 1,300,376 |
| - | - | - | - | - | 2,098,804 | 1,309,145 |
| - | - | - | - | - | - | 543,352,000 |
| - | - | - | - | - | - | 188,140,000 |
| - | - | - | - | - | 501,825,000 | - |
| <u>6,417,231</u> | <u>906,786</u> | <u>12,900</u> | <u>19,441,792</u> | <u>-</u> | <u>537,086,773</u> | <u>738,183,403</u> |
| - | - | - | - | - | 896,151,648 | 551,185,082 |
| - | 35,503,676 | 2,441,644 | - | 46,501,640 | 113,007,859 | 153,956,716 |
| - | 35,503,676 | 2,441,644 | - | 46,501,640 | 1,009,159,507 | 705,141,798 |
| <u>6,417,231</u> | <u>36,410,462</u> | <u>2,454,544</u> | <u>19,441,792</u> | <u>46,501,640</u> | <u>1,546,246,280</u> | <u>1,443,325,201</u> |

New Jersey Turnpike Authority
Statement of Revenues and Expenses

Year ended December 31, 1984

with comparative figures for 1983

| | <u>1984</u> | <u>1983</u> |
|---|----------------------|--------------------|
| Revenues (note 3): | | |
| Toll revenue | \$ 151,913,410 | 139,894,904 |
| Concession revenue | 7,301,559 | 6,521,074 |
| Income from investments | 11,887,638 | 9,417,469 |
| Miscellaneous | <u>729,416</u> | <u>630,485</u> |
| Total revenues | <u>171,832,023</u> | <u>156,463,932</u> |
| Operating expenses: | | |
| Administration | 7,079,652 | 5,902,659 |
| Traffic control and police | 9,797,866 | 8,948,732 |
| Toll collection | 28,426,140 | 25,758,809 |
| Maintenance, repair, replacement and reconstruction | 22,835,546 | 21,496,424 |
| Engineering | 1,896,916 | 1,918,309 |
| Insurance | 7,348,902 | 6,419,739 |
| Professional fees | 350,621 | 359,883 |
| Fiduciary fees | 150,779 | 214,572 |
| Pension and retirement (note 5) | 7,368,697 | 6,676,793 |
| Taxes | 201,643 | 167,957 |
| Cash discounts | <u>(22,882)</u> | <u>(19,672)</u> |
| Total operating expenses | <u>85,433,880</u> | <u>77,844,205</u> |
| Net revenues before interest and other charges | 86,398,143 | 78,619,727 |
| Interest expense (note 3): | | |
| Turnpike Revenue Bonds | 19,101,047 | 29,310,153 |
| Turnpike System Revenue Bonds | 7,499,678 | 11,372,716 |
| Turnpike Revenue Bonds, 1984 Series | <u>19,441,792</u> | <u>-</u> |
| Total interest expense | <u>46,042,517</u> | <u>40,682,869</u> |
| Revenues before other charges | 40,355,626 | 37,936,858 |
| Other charges | <u>23,203,997</u> | <u>20,474,145</u> |
| Revenues after operating expenses, interest and other charges | <u>\$ 17,151,629</u> | <u>17,462,713</u> |

See accompanying notes to financial statements.

New Jersey Turnpike Authority

Statement of Changes in Fund Balances

Year ended December 31, 1984

with comparative total
memorandum figures for 1983

| | Funds held by Authority | | | | | | Fund held by trustee Debt reserve fund | Total memorandum only - (note 7) | |
|---|--|-----------------|----------------------|--------------------------------|---------------------------------------|----------------------------|--|--|-------------|
| | Funds applicable to prior bonds | Revenue fund | Construction fund | Maintenance reserve fund | Special project reserve fund | General reserve fund | | 1984 | 1983 |
| | | | | | | | | | |
| Balances at beginning of year | \$ 705,141,798 | - | - | - | - | - | - | 705,141,798 | 680,876,260 |
| Add (deduct): | | | | | | | | | |
| Revenues after operating expenses, interest and other charges | 10,343,042 | 6,808,587 | - | - | - | - | - | 17,151,629 | 17,462,713 |
| Discount on bonds retired | 2,417,844 | - | - | - | - | - | - | 2,417,844 | 6,802,825 |
| Retirement of bonds | 223,120,070 | - | - | - | - | - | - | 223,120,070 | - |
| Other costs, primarily related to sale of Turnpike Revenue Bonds, 1984 Series | 67,745,397 | - | - | - | - | - | - | 67,745,397 | - |
| Transfer to the State of New Jersey | - | - | - | - | - | (6,417,231) | - | (6,417,231) | - |
| Interfund transfers, net | (1,008,768,151) | 10,282,765 | 896,151,648 | 11,469,547 | 35,503,676 | 8,858,875 | 46,501,640 | - | - |
| Balances at end of year | \$ - | 17,091,352 | 896,151,648 | 11,469,547 | 35,503,676 | 2,441,644 | 46,501,640 | 1,009,159,507 | 705,141,798 |

See accompanying notes to financial statements.

New Jersey Turnpike Authority
Statement of Cost of Investment in Facilities

December 31, 1984

with comparative total
 memorandum figures for 1983

| | 1966 Turnpike <u>improvement</u> | 1971 Turnpike <u>improvement</u> | 1973 Improvement and funding <u>program</u> |
|---|--|--|---|
| Engineering and architectural | \$ 31,043,580 | 11,566,356 | 18,997,425 |
| Land, easement and rights-of-way | 27,866,002 | 4,055,433 | 5,364,322 |
| Construction, including cost of training and equipping operating personnel, machinery and equipment and miscellaneous preoperating expenses | 385,199,984 | 103,797,024 | 30,811,245 |
| Other costs, including administration | 2,682,304 | 180,330 | 253,054 |
| Financial | <u>245,666,855</u> | <u>22,512,061</u> | <u>23,615,248</u> |
| | 692,458,725 | 142,111,204 | 79,041,294 |
| Less (income) expense from interim investment of construction funds | <u>(81,720,682)</u> | <u>(19,200,903)</u> | <u>(45,918,406)</u> |
| | <u>\$ 610,738,043</u> | <u>122,910,301</u> | <u>33,122,888</u> |

See accompanying notes to financial statements.

| 1977 Turnpike system revenue bond accounts | Original turnpike extensions and additional lanes | Revenues invested in facilities | 1984 Turnpike revenue bonds | Total to December 31, | |
|---|--|---------------------------------------|--------------------------------------|-----------------------------|-----------------------------|
| | | | | 1984 | 1983 |
| - | 28,083,278 | 12,125,827 | - | 101,816,466 | 101,230,330 |
| - | 27,964,119 | 6,062,573 | - | 71,312,449 | 71,340,661 |
| - | 371,398,653 | 69,099,391 | - | 960,306,297 | 959,165,469 |
| - | 1,869,762 | 143,047 | - | 5,128,497 | 5,072,828 |
| <u>12,602,396</u> | <u>26,992,648</u> | <u>165,271</u> | <u>67,745,399</u> | <u>399,299,878</u> | <u>331,828,108</u> |
| 12,602,396 | 456,308,460 | 87,596,109 | 67,745,399 | 1,537,863,587 | 1,468,637,396 |
| <u>271,732</u> | <u>(9,894,018)</u> | <u>(3,929)</u> | <u>-</u> | <u>(156,466,206)</u> | <u>(155,089,592)</u> |
| <u><u>12,874,128</u></u> | <u><u>446,414,442</u></u> | <u><u>87,592,180</u></u> | <u><u>67,745,399</u></u> | <u><u>1,381,397,381</u></u> | <u><u>1,313,547,804</u></u> |

New Jersey Turnpike Authority

Notes to Financial Statements

December 31, 1984

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

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

The Authority has no stockholders nor equity holders and all revenues of the Turnpike are required to be deposited by the Authority in the Revenue Fund to be applied in accordance with the provisions of the Bond Resolution.

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

1. Revenue Fund — the Revenue Fund is the General Operating Fund of the Authority. It is used to account for all of the revenue and operating expenses.
2. Construction Fund —The Construction Fund is used to account for financial resources to be used for cost of investment in facilities. Included in this fund are unexpected moneys related to projects authorized by the 1952, 1966 and 1973 Bond Resolutions and 1971 Note Resolution.
3. Maintenance Reserve Fund —Amounts in this fund may be applied to the cost of major resurfacing, replacement, repairs, renewals or reconstruction of the Turnpike System.
4. State Payment Fund —This fund is used to account for the moneys that are to be applied to payments required to be made to the State pursuant to the terms of an agreement between the State and the Authority.
5. Special Project Reserve Fund —Amounts in this fund may be used for major turnpike maintenance requirements and improvements, betterments, enlargements, or capital additions to the Turnpike System (which are included in revenues invested in facilities). In addition, amounts in this fund may be used to meet deficiencies in the Revenue, Debt Service, Debt Reserve, or State Payment Funds.
6. General Reserve Fund —Amounts in the General Reserve Fund are to be used to make up deficiencies in the Revenue Fund, the Debt Service Fund, the Debt Reserve Fund, the Maintenance Reserve Fund, the State Payment Fund and the Special Project Reserve Fund. Amounts in this fund which are not required to remedy any such deficiency may be applied to:
(a) the purchase or redemption of any bonds and expenses in connection therewith; (b) payments into the Construction Fund; (c) improvements, extensions, betterments, renewals, and replacements of the Turnpike System or the provision of reserves for these purposes; (d) payments into the Revenue Fund; or (e) any other corporate purpose.

7. Debt Service Fund —This fund is used to account for the accumulation of moneys for, and the payment of principal and interest related to the Turnpike Revenue Bonds.

8. Debt Reserve Fund —Amounts in this fund are to be applied to make up any deficiency in the Debt Service Fund. The balance in this fund should equal the Debt Service Requirement as defined in the Bond Resolution.

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

1. Depreciation of the Turnpike and related facilities is not included as an operating expense or otherwise provided.
2. Costs for investment in facilities are generally recorded when paid except for costs for payments to contractors and engineers which include amounts withheld (retainage) from such payments. Income on unexpended construction funds is credited to cost of investment in facilities when received.

Costs for investment in facilities also include expenses in connection with the offering, selling and issuance of bonds and notes; discount on the sale of bonds and notes; costs of issuing refunding bonds; costs of certain real estate in excess of right-of-way requirements which may be sold and the proceeds applied in reduction of construction costs; certain interest on bonds and notes (less income received on unexpended construction funds); and administrative and legal expenses during the construction period.
3. Income on investments and from concessions is recorded when received. Investments are valued at the lower of cost or principal amount, except for investments in the Debt Reserve Fund which are valued at the lower of cost or market determined as of the preceding December 1.
4. Operating expenses (including materials, supplies and equipment) are recorded when paid.
5. Interest on bond indebtedness is recorded on the accrual basis.
6. Costs for major repairs, replacements or maintenance items of a type not recurring annually or at short intervals and costs for major resurfacing, replacement, repairs, renewals or reconstruction of the Turnpike System are recorded when paid except for amounts withheld (retainage) from payments to contractors and engineers. Such costs are included in other charges in the accompanying statement of revenues and expenses when such moneys have been provided from revenues, and are presented principally as construction costs in the accompanying statement of cost of investment in facilities when such expenditures are made from construction funds.
7. Toll revenues are recorded as received.

Notes to Financial Statements (continued)

(2) Investments

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

| | <u>December 31,</u> | |
|------------------------------------|-----------------------------|---------------------------|
| | <u>1984</u> | <u>1983</u> |
| U.S. Government obligations | \$ 47,079,071 | 61,706,676 |
| Certificates of deposit | 52,183,155 | 34,925,000 |
| Repurchase agreements | 42,516,792 | 8,897,938 |
| Other investments | 2,026,251 | 2,939,537 |
| | <u>\$143,805,269</u> | <u>108,469,151</u> |

The market value of investments at December 31, 1984 and 1983 approximates carrying value. Other investments include life insurance bonds purchased under the provisions relating to the Employees Deferred Compensation Plan (see note 5).

(3) Bond Indebtedness

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

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

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

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

Under the terms of the Resolution, the Authority may issue additional indebtedness (Priority Bonds) for the purpose of undertaking additional projects or refunding bonds. Priority Bonds, if issued, will have a senior lien on the revenues and funds pledged for the 1984 Bonds.

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

Net revenues were sufficient to satisfy the toll covenant requirements for 1984.

(4) Operations

The Annual Budget of Operating Expenses as filed with the Trustee for the years 1984 and 1983 amounted to \$85,456,800 and \$77,866,200, respectively, as compared with operating expenses of \$85,433,880 in 1984 and \$77,844,205 in 1983.

(5) Pension and Deferred Compensation Plans

Employees of the Authority are covered by the Public Employees Retirement System of the State of New Jersey. Pension plan payments amounting to \$3,017,298 and \$2,668,270 in 1984 and 1983, respectively, are based on annual billings received from the Retirement System and are recorded when paid. Authority employees are also covered by the Federal Social Security Act.

In 1980, the Authority established the Employees Deferred Compensation Plan. All permanent employees are eligible to participate in the plan, which permits the participant to defer annually a portion of their salary. The Authority does not make any contributions to the plan. At December 31, 1984 and 1983, the plan assets were \$4,676,251 and \$3,239,257, respectively. Such assets are included in the accompanying financial statements as they are considered to be assets of the Authority until disbursement; however, such assets are in a separate trust account controlled by the plan administrator and trustees.

(6) Sales of Property

Proceeds from the sale of excess property in the years ended December 31, 1984 and 1983 amounted to \$507,459 and \$773,240, respectively. Such amounts are allocated in the same manner as revenue.

(7) Memorandum Only

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

(8) Commitments and Contingent Liabilities

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

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

New Jersey Turnpike Authority Investments

December 31, 1984

Schedule 1

| | Interest rate | Maturity (notes C, D and E) | Par value | Carrying value (note B) |
|---------------------------------------|------------------|-----------------------------------|-----------------------|-------------------------------|
| Revenue fund: | | | | |
| Repurchase agreements (note E) | various | various | \$ 3,200,000 | 3,200,000 |
| Certificates of deposit (note D) | various | various | 5,363,155 | 5,363,155 |
| Other (note F) | various | various | 2,026,251 | 2,026,251 |
| | | | <u>10,589,406</u> | <u>10,589,406</u> |
| Construction fund: | | | | |
| Certificates of deposit (note D) | various | various | 11,020,000 | 11,020,000 |
| United States Treasury bills (note C) | - | various | 600,000 | 583,408 |
| Repurchase agreements | 7.50 | Jan. 4, 1985 | 1,475,000 | 1,475,000 |
| | | | <u>13,095,000</u> | <u>13,078,408</u> |
| Maintenance reserve fund: | | | | |
| Repurchase agreements (note E) | various | various | 11,400,000 | 11,400,000 |
| State payment fund: | | | | |
| Repurchase agreements | 7.50 | Jan. 11, 1985 | 6,400,000 | 6,400,000 |
| Special project reserve fund: | | | | |
| Repurchase agreements | 7.50 | Jan. 4, 1985 | 600,000 | 600,000 |
| Certificates of deposit (note D) | various | various | 35,800,000 | 35,800,000 |
| | | | <u>36,400,000</u> | <u>36,400,000</u> |
| Debt service fund: | | | | |
| Repurchase agreements | 11.375 | Aug. 15, 1986 | 19,441,792 | 19,441,792 |
| Debt reserve fund: | | | | |
| United States Treasury bills (note C) | - | Jun. 27, 1985 | 48,435,000 | 46,495,663 |
| Total investments (note A) | | | <u>\$ 145,761,198</u> | <u>143,805,269</u> |

Notes:

- (A) As of December 31, 1984, the carrying value of investments approximated market value.
- (B) Investments have been valued at lower of cost or the principal amount thereof, except for investments in the Debt Reserve Fund which are valued at the lower of cost or market as of December 1, 1984, as required by the bond resolution.
- (C) United States Treasury bills mature periodically to June 27, 1985.
- (D) Certificates of deposit bear interest at annual rates of 7.25% to 13.2% and mature periodically to October 31, 1987. The certificates, which total \$52,183,155, were issued by the following banks:

| | |
|--------------------------------------|----------------------|
| Albuquerque Federal Savings and Loan | \$ 100,000 |
| American Savings Bank | 100,000 |
| American Savings and Loan | 100,000 |
| Bank of New York | 100,000 |
| Bank One, Columbus | 100,000 |
| California Federal Savings and Loan | 100,000 |
| Coast Federal Savings and Loan | 250,000 |
| Columbia Savings and Loan | 250,000 |
| Crocker National Bank | 100,000 |
| Dallas Federal Savings and Loan | 100,000 |
| Far West Federal Bank | 100,000 |
| First Fidelity Bank N.A. | 44,620,000 |
| First South Federal Savings and Loan | 100,000 |
| Great American Savings and Loan | 100,000 |
| Great Lakes Federal Savings and Loan | 100,000 |
| Great Western Savings and Loan | 100,000 |
| Homestead Federal Savings and Loan | 100,000 |
| Lincoln Savings and Loan | 100,000 |
| Midlantic National Bank | 2,200,000 |
| The National State Bank | 1,779,932 |
| Northwest National | 250,000 |
| Pacific Federal Savings and Loan | 100,000 |
| Philadelphia Savings Fund Society | 100,000 |
| Prudential Savings and Loan | 100,000 |
| Security Savings and Loan | 100,000 |
| United Jersey Bank, N.A. | 933,223 |
| | <u>\$ 52,183,155</u> |

- (E) Repurchase agreements bear interest at annual rates of 6.45% to 11.375% and mature periodically to March 18, 1985. The agreements are collateralized by various United States Government securities pledged by the banks.
- (F) Other investments include \$1,750,000 in life insurance bonds which bear interest at annual rates of 11.3% to 13.74% and mature periodically to May 18, 1988, \$176,351 in Money Market Funds and \$99,900 in Merrill Lynch Bonds which bear interest at 11.125% and mature April 1, 1999.

New Jersey Turnpike Authority

Bond Indebtedness

December 31, 1984

Schedule 2

| | Original amount authorized and issued | Refunded or acquired and cancelled in prior years | Acquired and cancelled during 1984 | Amount outstanding Dec. 31, 1984 |
|--|--|--|--|--|
| Turnpike revenue bonds: | | | | |
| Series A, 4-3/4% (1966 issue), maturing January 1, 2006 | \$ 179,000,000 | 36,195,000 | 142,805,000 | - |
| Series B, 5-1/8% (1968 issue), maturing January 1, 2008 | 75,000,000 | 10,465,000 | 64,535,000 | - |
| Series C, 5.20% (1968 issue), maturing January 1, 2008 | 125,000,000 | 20,813,000 | 104,187,000 | - |
| Series D, 5-3/4% (1969 issue), maturing January 1, 2008 | 60,000,000 | 8,640,000 | 51,360,000 | - |
| Series E, 5-7/8% (1969 issue), maturing January 1, 2008 | 40,000,000 | 5,490,000 | 34,510,000 | - |
| Series F, 7% (1969 issue), maturing January 1, 2009 | 137,000,000 | 137,000,000 | - | - |
| Series G, 5-3/4% (1972 refunding issue), maturing January 1, 2009 | <u>155,100,000</u> | <u>9,145,000</u> | <u>145,955,000</u> | <u>-</u> |
| | <u>771,100,000</u> | <u>227,748,000</u> | <u>543,352,000</u> | <u>-</u> |
| Turnpike improvement revenue bonds: | | | | |
| First series, 5.70% (1973 issue), maturing May 1, 2013 | <u>210,000,000</u> | <u>210,000,000</u> | <u>-</u> | <u>-</u> |
| General revenue bonds: | | | | |
| Turnpike revenue bonds (1950 issue), 3-1/4%, maturing January 1, 1985 | 220,000,000 | 220,000,000 | - | - |
| Turnpike revenue bonds (1951 issue), 3.20%, maturing January 1, 1986 | <u>35,000,000</u> | <u>35,000,000</u> | <u>-</u> | <u>-</u> |
| | <u>255,000,000</u> | <u>255,000,000</u> | <u>-</u> | <u>-</u> |
| Second series revenue bonds | <u>211,200,000</u> | <u>211,200,000</u> | <u>-</u> | <u>-</u> |
| Turnpike notes: | | | | |
| Series A, 4-5/8% (1971 issue), matured January 1, 1975 | <u>125,500,000</u> | <u>125,500,000</u> | <u>-</u> | <u>-</u> |
| Turnpike system revenue bonds: | | | | |
| First series, 6% (refunding), maturing January 1, 2014 | <u>202,415,000</u> | <u>14,275,000</u> | <u>188,140,000</u> | <u>-</u> |
| Turnpike revenue bonds: | | | | |
| 1984 series, 6-3/4% - 12%, maturing January 1, 2003 through 2014 | <u>501,825,000</u> | <u>-</u> | <u>-</u> | <u>501,825,000</u> |
| | <u>\$ 2,277,040,000</u> | <u>1,043,723,000</u> | <u>731,492,000</u> | <u>501,825,000</u> |

Note - At December 31, 1984, bond and note indebtedness totalling \$1,775,215,000 had been retired from the following sources:

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

New Jersey Turnpike Authority
Cash Receipts and Disbursements
Year ended December 31, 1984

| | <u>Funds held by the Authority</u> | | | | | | |
|---|------------------------------------|---------------------|--------------------------|---------------------------------|---------------------------|--------------------------------------|-----------------------------|
| | <u>Combined total</u> | <u>Revenue fund</u> | <u>Construction fund</u> | <u>Maintenance reserve fund</u> | <u>State payment fund</u> | <u>Special projects reserve fund</u> | <u>General reserve fund</u> |
| Cash balances, December 31, 1983 | \$ 15,850,784 | 14,822,940 | - | - | - | - | - |
| Receipts: | | | | | | | |
| Revenues (including income of \$11,887,274 on investments) | 171,663,265 | 160,928,240 | - | 313,376 | - | 497,639 | 288,240 |
| Transfers of income on investments | - | 10,735,025 | - | (313,376) | - | (497,639) | (288,240) |
| Transfers from revenue fund | - | (84,668,409) | - | 5,716,668 | - | 17,445,175 | - |
| Sale or redemption of investments | 641,028,567 | 144,723,000 | 17,231,271 | 17,636,941 | - | 18,200,000 | 25,647,163 |
| Income on construction investments | 1,545,631 | - | 546,619 | - | - | - | - |
| Transfer of funds | - | - | 5,206,526 | 4,729,922 | 6,417,231 | 9,737,856 | (6,410,255) |
| Proceeds from sale of property | 507,459 | 56,602 | - | - | - | - | - |
| Proceeds from Turnpike Revenue Bonds, 1984 Series, including accrued interest | 8,074,790 | - | 2,631,088 | - | - | - | - |
| Reimbursements of construction costs and other recoveries | 2,411,644 | 1,390,997 | 1,003 | 236,802 | - | 30 | - |
| | <u>825,231,356</u> | <u>233,165,455</u> | <u>25,616,507</u> | <u>28,320,333</u> | <u>6,417,231</u> | <u>45,383,061</u> | <u>19,236,908</u> |
| Disbursements: | | | | | | | |
| Operating expenses | 85,433,880 | 85,433,880 | - | - | - | - | - |
| Interest on bond indebtedness | 26,606,725 | - | - | - | - | - | - |
| Purchase of investments including accrued interest | 676,364,684 | 148,873,149 | 22,057,664 | 22,375,275 | 6,400,000 | 44,200,000 | 19,232,705 |
| Retirement of bond indebtedness | 10,092,337 | - | - | - | - | - | - |
| Cost of construction, studies, major repairs, reimbursable costs | 28,512,498 | - | 3,318,690 | 5,832,434 | - | 1,172,599 | - |
| | <u>827,010,124</u> | <u>234,307,029</u> | <u>25,376,354</u> | <u>28,207,709</u> | <u>6,400,000</u> | <u>45,372,599</u> | <u>19,232,705</u> |
| Cash balances, December 31, 1984 | \$ 14,072,016 | 13,681,366 | 240,153 | 112,624 | 17,231 | 10,462 | 4,203 |

| | <u>Depositories</u> | | | <u>Depositories</u> | |
|---|---------------------|--|--|---------------------|--|
| | <u>Cash balance</u> | <u>Market value of securities pledged to secure deposits</u> | | <u>Cash balance</u> | <u>Market value of securities pledged to secure deposits</u> |
| Revenue fund: | | | | | |
| First Jersey National Bank | \$ 64,996 | 2,360,156 | | | Balance brought forward |
| The Peoples National Bank of Central Jersey | 49,406 | 2,891,250 | | | |
| Valley National Bank | 38 | 903,400 | | | All other funds: |
| Ramapo Bank | 18 | 526,219 | | | Midlantic National Bank |
| The Chatham Trust Company | 20 | 1,109,879 | | | First Fidelity Bank |
| Toll collectors' and other imprest funds | 85,750 | - | | | National Community Bank |
| United Jersey Bank | 4,178,919 | 24,808,998 | | | |
| National State Bank of Elizabeth | 9,302,219 | 14,378,770 | | | |
| Balance carried forward | <u>13,681,366</u> | <u>46,978,672</u> | | | |

| Funds held by trustee | | Funds held under prior bond resolutions | | | | | | | |
|-----------------------|--------------------|--|--------------------|-------------------|---------------|----------------------|-------------------|-------------------|-----------------------|
| Debt reserve fund | Debt service funds | Funds for major improvements, repairs, replacements, maintenance, etc. | Bond interest fund | Bond reserve fund | Sinking funds | General reserve fund | Debt service fund | Debt reserve fund | Construction accounts |
| - | - | 70,021 | 55,281 | - | 504,837 | 13,314 | 99,600 | 2,581 | 282,210 |
| 1,732,153 | 425,934 | 2,410,502 | 542,508 | 3,309,365 | 135,677 | 305,187 | 150,584 | 587,581 | 36,279 |
| (1,732,153) | (425,934) | (2,410,502) | (542,508) | (3,309,365) | (135,677) | (305,187) | (150,584) | (587,581) | (36,279) |
| 789,679 | 13,998,091 | 11,433,332 | 18,070,658 | 121,443 | 7,828,950 | 9,264,413 | - | - | - |
| 34,354,487 | 24,444,556 | 112,924,432 | 23,410,166 | 44,256,929 | 5,686,305 | 83,365,006 | 13,431,076 | 24,285,779 | 51,431,456 |
| - | - | - | - | - | - | - | - | - | 999,012 |
| 45,711,960 | - | (11,464,912) | (2,167,072) | (34,025,168) | 1,519,992 | (9,038,345) | 7,670,633 | (12,145,000) | (5,743,368) |
| - | - | - | 450,857 | - | - | - | - | - | - |
| - | 5,443,702 | - | - | - | - | - | - | - | - |
| - | - | 580,892 | - | - | - | - | - | - | 201,920 |
| 80,856,126 | 43,886,349 | 113,473,744 | 39,764,609 | 10,353,204 | 15,035,247 | 83,591,074 | 21,101,709 | 12,140,779 | 46,889,020 |
| - | - | - | - | - | - | - | - | - | - |
| - | - | - | 18,836,492 | - | - | - | 7,770,233 | - | - |
| 80,850,149 | 43,886,349 | 96,220,887 | 20,983,398 | 10,353,204 | 5,686,305 | 83,365,830 | 13,431,076 | 12,143,360 | 46,305,333 |
| - | - | - | - | - | 9,853,779 | 238,558 | - | - | - |
| - | - | 17,322,878 | - | - | - | - | - | - | 865,897 |
| 80,850,149 | 43,886,349 | 113,543,765 | 39,819,890 | 10,353,204 | 15,540,084 | 83,604,388 | 21,201,309 | 12,143,360 | 47,171,230 |
| 5,977 | - | - | - | - | - | - | - | - | - |
| | Cash balance | Market value of securities pledged to secure deposits | | | | | | | |
| | \$ 13,681,366 | 46,978,672 | | | | | | | |
| | 62,416 | 171,250 | | | | | | | |
| | 196,520 | 4,059,594 | | | | | | | |
| | 131,714 | 1,433,162 | | | | | | | |
| | \$ 14,072,016 | 52,642,678 | | | | | | | |

New Jersey Turnpike Authority

Toll Revenue

Year ended December 31, 1984

Schedule 4

with comparative figures for 1983

| Class | Description | 1984 | | 1983 | |
|-------|--|-----------------------|--------------------|-----------------------|--------------------|
| | | Toll revenue | Vehicles | Toll revenue | Vehicles |
| 1 | Passenger car, motorcycle, taxi or hearse, light truck | \$ 96,299,672 | 133,941,686 | \$ 89,878,392 | 123,868,942 |
| 2 | Vehicles having two axles other than type described under Class 1 | 7,074,213 | 5,045,710 | 6,373,319 | 4,541,355 |
| 3 | Vehicle (vehicles), single or in combination, having three axles | 3,301,995 | 1,831,935 | 3,008,636 | 1,618,692 |
| 4 | Vehicle (vehicles), single or in combination, having four axles | 7,725,562 | 3,006,692 | 7,295,362 | 2,840,724 |
| 5 | Vehicle (vehicles), single or in combination, having five axles | 34,874,432 | 10,136,658 | 30,897,003 | 9,027,946 |
| 6 | Vehicle (vehicles), single or in combination, having six or more axles | 249,255 | 62,172 | 103,937 | 28,945 |
| 7 | Buses having two axles | 426,520 | 431,003 | 536,182 | 533,675 |
| 8 | Buses having three axles | 1,531,648 | 931,968 | 1,355,729 | 768,858 |
| 9 | Commuter buses having two axles | 128,954 | 195,087 | 216,822 | 338,842 |
| 10 | Commuter buses having three axles | 442,858 | 446,307 | 310,181 | 286,905 |
| | Non-revenue vehicles (A) | - | 669,658 | - | 666,511 |
| | | <u>152,055,109</u> | <u>156,698,876</u> | <u>139,975,563</u> | <u>144,521,395</u> |
| | Deduct toll adjustments | <u>141,699</u> | | <u>80,659</u> | |
| | | <u>\$ 151,913,410</u> | | <u>\$ 139,894,904</u> | |

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



