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INDEPENDENT AUDITOR'S REPORT

The Members of New Jersey
Transportation Trust Fund Authority

We have audited the accompanying balance sheet of the New Jersey Transportation Trust Fund Authority as of June 30, 1999, and the related statement of revenues, expenditures and changes in fund balances for the year then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Generally Accepted Auditing Standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining on a test basis, evidence supporting the amounts, and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the New Jersey Transportation Trust Fund Authority as of June 30, 1999, and the results of its operations and changes in the fund balances for the year then ended, in conformity with Generally Accepted Accounting Principles.

Our audit was made for the purpose of forming an opinion on the financial statements taken as a whole. The accompanying supplementary schedules are presented for purposes of additional analysis and are not a required part of the financial statements. These schedules are the responsibility of the Authority's management. Such schedules have been subjected to the auditing procedures applied in our audit for the financial statements and, in our opinion, are fairly stated in all material respects when considered in relation to the financial statements taken as a whole.

Mian & Associates L.L.C.
Mian & Associates, L.L.C.
August 25, 1999



NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

BALANCE SHEET

JUNE 30, 1999

	Government Fund Types			Account Group	Total Memorandum Only	
	Special Revenue		Debt Service		June 30 1999	June 30 1998
	Authority Reserve	Transportation Improvement				
ASSETS						
Account Receivable - State of New Jersey (Note 1)	\$ -	\$ 12,158,332	\$ 12,158,332	\$ -	\$ 12,158,332	\$ 8,919,413
Investment (Note 3)	54,696	327,977,906	328,032,602	-	331,887,125	304,915,559
Due from other funds	203,184	-	203,184	-	117,009,237	63,705,787
Amount available in debt service fund	-	-	-	112,063,960	112,063,960	88,682,313
Amount to be provided for retirement of bonds (Note 4)	-	-	-	3,625,966,040	3,625,966,040	3,065,732,687
TOTAL ASSETS	\$ 257,880	\$ 340,136,238	\$ 340,394,118	\$ 3,738,030,000	\$ 4,199,084,694	\$ 3,531,955,759
LIABILITIES AND FUND BALANCES						
LIABILITIES:						
Accrued interest payable	\$ -	\$ -	\$ 8,596,616	\$ -	\$ 8,596,616	\$ 7,380,620
Account payable - State of New Jersey	-	10,237,957	10,237,957	-	10,237,957	85,798,511
Due to other funds	-	120,996,739	120,996,739	-	120,996,739	63,705,787
Transportation system bonds payable (Note 4)	-	-	-	3,738,030,000	3,738,030,000	3,154,415,000
Total Liabilities	\$ -	\$ 131,234,696	\$ 131,234,696	\$ 3,738,030,000	\$ 3,877,861,312	\$ 3,311,299,918
FUND BALANCES:						
Reserved for debt service requirements (Note 4)	\$ -	\$ -	\$ 112,063,960	\$ -	\$ 112,063,960	\$ 88,682,313
Reserve for payment of state transportation system cost	-	208,901,542	208,901,542	-	208,901,542	131,887,334
Unreserved - designed for operating expenses	257,880	-	-	-	257,880	86,194
Total fund balances	257,880	208,901,542	112,063,960	-	321,223,382	220,655,841
TOTAL LIABILITIES AND FUND BALANCES	\$ 257,880	\$ 340,136,238	\$ 340,394,118	\$ 3,738,030,000	\$ 4,199,084,694	\$ 3,531,955,759

See Notes to Financial Statements



NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY **STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES** **FOR THE YEAR ENDED JUNE 30, 1999**

	Government Fund Types			Total Memorandum Only	
	Special Revenue	Transportation Improvement	Total	Debt Service	June 30 1999
REVENUES (Notes 1 and 4)	Authority Reserve	Transportation Improvement	Total	Debt Service	June 30 1998
State appropriations equivalent to:					
Motor fuel taxes	\$ -	\$ 320,000,000	\$ 320,000,000	\$ -	\$ 280,000,000
Good Driver's Surcharge	-	80,000,000	80,000,000	-	45,800,000
Commercial vehicle fees and taxes	-	30,000,000	30,000,000	-	30,000,000
Toll road authorities	-	24,500,000	24,500,000	-	24,500,000
General Fund	-	9,200,000	9,200,000	-	-
Interest income (Note 3)	2,817	16,272,081	16,274,898	731,274	17,434,937
Total Revenues	2,817	479,972,081	479,974,898	731,274	397,734,937
EXPENDITURES:					
Operating expenditures & financial costs					
Bond issuing costs	33,472	228,367	261,839	-	328,572
Bond interest expenditures	-	2,578,100	2,578,100	-	2,358,199
State transportation costs	-	-	-	189,471,333	157,562,046
Principal retirement of bonds/notes payable	-	789,439,446	789,439,446	-	837,882,050
Total Expenditures	33,472	792,245,913	792,279,385	116,385,000	91,175,000
EXCESS OF REVENUES OVER EXPENDITURES (EXPENDITURES OVER REVENUES)	(30,655)	(312,273,832)	(312,304,487)	(305,856,333)	(691,570,930)
OTHER FINANCING (USES) SOURCES					
Bond proceeds	-	717,997,087	717,997,087	-	716,725,492
Operating transfers in	202,341	106,088	308,429	1,252,184,990	565,050,420
Operating transfers out	-	(23,857)	(23,857)	(1,252,469,562)	(565,050,420)
Transfer in (out) - net	-	(328,791,278)	(328,791,278)	328,791,278	-
Total other financing (uses) sources	202,341	389,288,040	389,490,381	328,506,706	716,725,492
FUND BALANCES, BEGINNING OF YEAR	86,194	131,887,334	131,973,528	88,682,313	195,501,279
FUND BALANCES, END OF YEAR	\$ 257,880	\$ 208,901,542	\$ 209,159,422	\$ 112,063,960	\$ 220,655,841

See Notes to Financial Statements



New Jersey Transportation Trust Fund Authority
Notes to Financial Statements
June 30, 1999

1. DESCRIPTION OF THE AUTHORITY

New Jersey Transportation Trust Fund Authority (the "Authority") was created by the State of New Jersey ("the State") in 1984 pursuant to the New Jersey Transportation Trust Fund Authority Act of 1984, P.L. 1984, C. 73, as amended (the "Act") to provide a stable, predictable funding mechanism for transportation system improvements undertaken by the New Jersey Department of Transportation (the "Department"). Transportation system improvements financed by the Authority include expenditures for the planning, acquisition, design, construction, repair, maintenance and rehabilitation of public facilities for ground, water or air transportation of people or goods. The Authority also finances State aid to counties and municipalities for transportation system improvements. The Authority is governed by five members including the Commissioner of the New Jersey Department of Transportation (the "Commissioner") and the State Treasurer, who serve as ex officio members. The Authority has, from time to time, issued bonds for the purposes of paying a portion of the State's share of the costs of the transportation system improvements pursuant to the Authority's 1995 Transportation System Bond Resolution (The "Bond Resolution") adopted by the Authority on June 15, 1995, as supplemented. The Act provides, among other things, for (i) the funding of transportation system improvements through June 30, 2000, and (ii) the issuance of debt on and after August 29, 1995 in an aggregate principal amount of \$700,000,000 (the "Statutory Debt Issuance Limit"), except that if that permitted amount of debt, or any portion thereof is not incurred in a fiscal year, it may be incurred in a subsequent fiscal year. Under the Act, the Authority shall minimize debt incurrence by first relying on appropriations and other revenues available to the Authority before incurring debt to meet its statutory purposes.

Revenues

The Act provides that during the fiscal year 1996 and future fiscal years, the State Treasurer shall credit to the Authority's Transportation's Trust Fund Account, as set forth below, not less then (a) an amount equivalent to the revenue derived from \$0.025 per gallon from the tax imposed on the sale of motor fuels pursuant to Chapter 39 of Title 54 of the Revised Statutes (the "Motor Fuels Tax"), but not less than \$100,000,000 per year, plus (b) as a result of the approval by the voters of the State of an amendment to the constitution approved by the voters of the State at the general election on November 7, 1995, (i) an amount equivalent to the revenue derived from \$0.045 per gallon from the Motor Fuels Tax which shall not be less than \$180,000,000 during the fiscal year beginning July 1, 1996 and 1997, (ii) an amount equivalent to the revenue derived from \$0.055 per gallon from the Motor Fuels Tax which shall not be less than \$220,000,000 during the fiscal year beginning July 1, 1998 and (iii) an amount equivalent to the revenue derived from \$0.065 per gallon from the Motor Fuels Tax which shall not be less than \$260,000,000 for the fiscal year beginning July 1, 1999 and for each fiscal year thereafter, plus (c) \$24,500,000, which is equivalent to all amounts to be received by the State annually from the State's three toll roads authorities (New Jersey Turnpike Authority, the New Jersey Highway Authority, and the South Jersey Transportation Authority, as successor to the New Jersey Expressway Authority, pursuant to separate contracts with each toll road authority (the "Toll Road Authority Contracts")), plus (d) an amount equivalent to the sums of the revenues

due from the increase of fees from motor vehicle registrations collected pursuant to R.S. 39:320, as amended and from the increase in the tax on diesel fuels imposed pursuant to R.S. 54:39-27, as amended and by P.L. 1987, C. 460, but not less than \$30,000,000, plus (e) such additional amounts as are necessary to carry out the provisions of the Act; plus (f) after January 1, 1997, the Motor Vehicle registration fee collected pursuant to subsection a. of section 68 of P.L. 1990, c. 8 (R.S. 17B:33B-63). The Act further provides that, subject to appropriations being made from time to time by the legislature for the purposes of the Act, the State Treasurer shall pay to the Authority, no later than the fifth day of the month following the month in which a credit has been made, the amounts credited to the Transportation Trust Fund Account. Pursuant to the Act, the Authority and the State Treasurer entered into an Amended and Restated State Contract dated as of July 1, 1995, as amended (the "State Contract") which provides for the payment of these revenues to the Authority and implement the financing arrangements contemplated by the Act. For fiscal year 1997, the legislature did not appropriate \$30,000,000, as mentioned in (d) above. Therefore, the authority did not receive these revenues from the State Treasurer.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

Basis of Presentation – Fund Accounting

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

Special Revenue Fund

To account for the proceeds of specific revenue sources that are legally reserved for specific purposes. Under the terms of the Bond Resolution dated June 15, 1995, the Authority maintains the following accounts:

- Transportation Improvement Fund – to account for the proceeds of specific revenue sources (motor fuel tax, toll road authority contracts and commercial vehicle fees and taxes) that are legally restricted to expenditure for specific purposes. The Transportation Improvement Account is also used to account for the accumulation of resources for payment of state transportation system costs.
- Authority Reserve – to account for the operating expenditures of the Authority.



Debt Service Fund

To account for the accumulation of resources for the payment of principal and interest on bonds as defined by the Bond Resolution.

General Long-Term Debt Account Group

Is used to establish accounting control and accountability for the Authority's general long-term debt. The General Long-Term Debt account group for all long-term debt of the Authority.

Basis of Accounting

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

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

Assessment to toll road authorities, other fees and taxes collected by the State of New Jersey are recorded in accordance with contractual requirements. Installments for assessments and other fees and taxes not yet remitted by the State of New Jersey are recorded as accounts receivable – State of New Jersey.

Investments

State of New Jersey Cash Management Fund Units are stated at fixed cost of \$1.00 Per unit, which represent fair value.

Total (Memorandum Only)

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

Comparative Data

Comparative total data for the prior year have been presented in the accompanying financial statements in order to provide an understanding of changes in the Authority's financial position.

3. INVESTMENTS

Pursuant to the Bond Resolution, the Authority is authorized to invest its fund in: (a) direct obligations of or obligations guaranteed by the United States, (b) bonds or obligations of any state of the United States or of any agency, instrumentality or local governmental unit or any such state, (c) bonds, debentures or other evidence of indebtedness issued or guaranteed by any agency or corporation created pursuant to an Act of Congress, (d) new housing authority bonds, (e) certificates of deposit, (f) commercial paper, (g) repurchase agreements, and (h) State of New Jersey Cash Management Fund.

At June 30, 1999, the Authority's investments consisted of:	<u>At Cost:</u>	<u>At Fair Value:</u>
State of New Jersey Cash Management Fund	<u>\$331,886,526</u>	<u>\$331,886,526</u>

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

GASB Statement No. 3 requires disclosure of the level of investment risk assumed by the Authority at June 30, 1999. Category 1 includes investments that are insured or registered or for which the securities are held by the Authority or its agent in the Authority's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the Trust Department or agent in the Authority's name. Category 3 includes uninsured and unregistered investments for which the securities are held by the broker or dealer, or its trust department or agent but not in the Authority's name. As of June 30, 1999, all investments held by the Authority are classified as Category 1.

GASB Statement No. 31 requires disclosure of fair value of investments. The securities held by the Authority as of June 30, 1999 are interest-earning money market investments. State of New Jersey cash management fund units are stated at fixed cost of \$1.00 per unit, which represents fair value.

The New Jersey Cash Management Fund is a common trust fund administrated by the State Department of the Treasury, Division of investments. Securities in the Fund are insured, registered or held by the Division or its agent in the Fund's name.

4. FINANCING AND TRANSPORTATION SYSTEM BONDS PAYABLE

Transportation system bonds payable as of June 30, 1999 is composed of \$804,475,000 1995 Series A Bonds dated August 3, 1995, maturing serially from June 15, 1996 through June 15, 2015 at interest rate ranging from 5% to 6.5%, the \$788,255,000 1995 Series B Bonds dated August 24, 1995, maturing serially from June 15, 1996 through June 15, 2015 at interest rates ranging from 4.5% to 7%, and the \$334,065,000 1996 Series A Bonds dated February 29, 1996 maturing serially from December 15, 1997 through 2016 at interest rates ranging from 4.5% to 6%. The \$714,340,000 1996 Series B Bonds dated October 30, 1996, maturing serially from June 15, 1997 through June 15, 2017 at interest ranging from 4.08% to 5.70%. The \$703,940,000, 1997 Series A Bonds dated December 12, 1997, maturing serially, from June 15, 1998, through June 15, 2018, at interest ranging form 4.5% to 6.0%. The \$700,000,000, 1998 Series A Bonds dated December 16, 1998, maturing serially, from June 15, 1999, through June 15, 2019, at interest ranging from 4.25% to 5.25%. The outstanding balance on the transportation system bonds payable as of June 30, 1999 consists of \$702,650,000 for the 1995 Series A Bond, \$687,045,000 for the 1995 Series B Bonds, \$313,670,000 for the 1996 Series A Bonds, \$671,840,000 for the 1996 Series B Bonds, \$673,220,000 for the 1997 Series A Bonds and \$689,605,000 for the 1998 Series A Bonds.

One or more series of additional Bonds may be issued at any time or from time to time for the purpose of financing the costs of transportation improvements. The Authority intends to minimize debt incurrence by first relying on appropriations and other revenues before incurring debt to meet its statutory purposes.



The Bonds are special obligations of the Authority payable from and secured primarily by payments received by the Authority from the State of New Jersey (the "State") pursuant to the Act and pursuant to the State Contract. Payments to the Authority by the State are subject to and dependent upon appropriations being made from time to time by the State Legislature for such purpose.

During the year ended June 30, 1999, the following changes occurred in the General Long-Term Debt Account Group:

Balance, June 30, 1998	\$3,154,415,000
Debt issuance	\$ 700,000,000
Debt retirements	<u>(116,385,000)</u>
Balance, June 30, 1999	<u>\$ 3,738,030,000</u>



These bonds are primarily secured by revenues received or to be received by the Authority from the State of New Jersey as described in Note 1.
Annual debt service requirements (principal and interest) to maturity for the transportation system bonds payable as of June 30, 1999 are as follows:

Fiscal Year End	1995 Series A Bond				1995 Series B Bond				1996 Series A Bond				1996 Series B Bond				1997 Series A Bond				1998 Series A Bond				
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	
1999	\$ 28,120,000	\$ 38,496,931	\$ 66,616,931	\$ 27,765,000	\$ 39,559,045	\$ 67,324,045	\$ 10,990,000	\$ 15,499,582	\$ 26,489,582	\$ 22,855,000	\$ 36,344,862	\$ 59,199,862	\$ 21,600,000	\$ 34,687,287	\$ 56,287,287	\$ 21,550,000	\$ 33,562,819	\$ 55,112,819	\$ 21,550,000	\$ 33,562,819	\$ 55,112,819	\$ 21,550,000	\$ 33,562,819	\$ 55,112,819	
2000	29,670,000	36,950,131	66,620,131	29,015,000	38,109,620	67,124,620	11,520,000	14,965,631	26,485,631	24,230,000	34,973,563	59,203,563	22,680,000	33,607,288	56,287,288	22,255,000	\$ 32,655,444	\$ 54,910,444	22,255,000	\$ 32,655,444	\$ 54,910,444	22,255,000	\$ 32,655,444	\$ 54,910,444	
2001	31,450,000	35,170,131	66,620,131	30,755,000	36,568,720	67,323,720	12,055,000	14,435,193	26,490,193	25,440,000	33,762,063	59,202,063	23,810,000	32,473,288	56,283,288	23,205,000	\$ 31,709,606	\$ 54,914,606	23,205,000	\$ 31,709,606	\$ 54,914,606	23,205,000	\$ 31,709,606	\$ 54,914,606	
2002	33,335,000	33,283,131	66,618,131	32,795,000	35,030,970	67,825,970	12,605,000	13,880,344	26,485,344	26,650,000	32,551,664	59,203,664	25,005,000	31,282,787	56,287,787	24,190,000	\$ 30,723,394	\$ 54,913,394	24,190,000	\$ 30,723,394	\$ 54,913,394	24,190,000	\$ 30,723,394	\$ 54,913,394	
2003	35,315,000	31,283,030	66,618,030	34,315,000	33,012,532	67,327,532	13,190,000	13,299,556	26,489,556	27,915,000	31,287,786	59,202,786	26,130,000	30,157,563	56,287,563	25,215,000	\$ 29,695,319	\$ 54,910,319	25,215,000	\$ 29,695,319	\$ 54,910,319	25,215,000	\$ 29,695,319	\$ 54,910,319	
2004	37,455,000	29,162,931	66,617,931	36,030,000	31,296,782	67,326,782	13,900,000	12,586,181	26,486,181	29,310,000	29,892,018	59,202,018	27,565,000	28,720,413	56,285,413	26,480,000	\$ 28,434,569	\$ 54,914,569	26,480,000	\$ 28,434,569	\$ 54,914,569	26,480,000	\$ 28,434,569	\$ 54,914,569	
2005	39,890,000	26,728,356	66,618,356	38,190,000	29,134,983	67,324,983	14,760,000	11,726,382	26,486,382	31,070,000	28,133,437	59,203,437	29,980,000	27,204,337	56,284,337	27,800,000	\$ 27,810,569	\$ 54,910,569	27,800,000	\$ 27,810,569	\$ 54,910,569	27,800,000	\$ 27,810,569	\$ 54,910,569	
2006	41,885,000	24,713,856	66,618,856	40,175,000	27,149,103	67,324,103	15,635,000	9,950,376	26,485,376	32,970,000	26,269,238	59,199,238	30,680,000	25,604,934	56,284,934	29,190,000	\$ 25,770,569	\$ 54,910,569	29,190,000	\$ 25,770,569	\$ 54,910,569	29,190,000	\$ 25,770,569	\$ 54,910,569	
2007	44,030,000	22,587,250	66,617,250	42,285,000	25,039,915	67,324,915	16,535,000	9,950,376	26,485,376	34,910,000	24,293,436	59,203,436	32,365,000	23,917,538	56,282,538	30,650,000	\$ 24,261,069	\$ 54,911,069	30,650,000	\$ 24,261,069	\$ 54,911,069	30,650,000	\$ 24,261,069	\$ 54,911,069	
2008	46,345,000	20,272,675	66,617,675	44,570,000	22,736,525	67,306,525	17,355,000	9,134,640	26,489,640	37,000,000	22,198,839	59,198,839	35,940,000	22,218,375	58,236,375	32,365,000	\$ 21,119,319	\$ 54,911,319	32,365,000	\$ 21,119,319	\$ 54,911,319	32,365,000	\$ 21,119,319	\$ 54,911,319	
2009	48,775,000	17,842,562	66,617,562	47,020,000	20,305,175	67,325,175	18,230,000	8,255,863	26,485,863	39,225,000	19,978,837	59,203,837	38,095,000	20,444,890	58,284,890	33,795,000	\$ 19,145,081	\$ 54,910,081	33,795,000	\$ 19,145,081	\$ 54,910,081	33,795,000	\$ 19,145,081	\$ 54,910,081	
2010	51,335,000	15,281,875	66,616,875	50,075,000	17,248,875	67,323,875	19,165,000	7,320,988	26,485,988	41,280,000	17,919,525	59,199,525	40,095,000	16,188,413	56,283,413	33,795,000	\$ 19,145,081	\$ 54,910,081	33,795,000	\$ 19,145,081	\$ 54,910,081	33,795,000	\$ 19,145,081	\$ 54,910,081	
2011	54,160,000	12,458,450	66,618,450	53,130,000	13,964,000	67,094,000	20,150,000	6,338,113	26,488,113	41,760,000	15,442,724	59,202,724	42,100,000	14,183,662	56,283,662	37,435,000	\$ 17,477,919	\$ 54,912,919	37,435,000	\$ 17,477,919	\$ 54,912,919	37,435,000	\$ 17,477,919	\$ 54,912,919	
2012	57,140,000	9,479,650	66,619,650	57,065,000	10,260,900	67,325,900	21,195,000	5,291,741	26,486,741	46,055,000	13,145,325	59,200,325	42,100,000	12,078,663	54,278,663	39,305,000	\$ 15,606,169	\$ 54,911,169	39,305,000	\$ 15,606,169	\$ 54,911,169	39,305,000	\$ 15,606,169	\$ 54,911,169	
2013	60,280,000	6,316,950	66,616,950	60,345,000	6,979,662	67,324,662	22,310,000	4,176,425	26,486,425	48,360,000	10,842,575	59,202,575	42,100,000	9,868,413	52,068,413	41,270,000	\$ 13,640,919	\$ 54,910,919	41,270,000	\$ 13,640,919	\$ 54,910,919	41,270,000	\$ 13,640,919	\$ 54,910,919	
2014	63,445,000	3,172,250	66,617,250	63,815,000	3,509,825	67,324,825	23,485,000	3,002,928	26,487,928	50,900,000	8,303,675	59,203,675	46,415,000	7,547,663	53,982,663	43,385,000	\$ 11,525,033	\$ 54,910,033	43,385,000	\$ 11,525,033	\$ 54,910,033	43,385,000	\$ 11,525,033	\$ 54,910,033	
2015							24,675,000	1,815,095	26,490,095	53,570,000	5,631,425	59,201,425	48,735,000	5,332,750	54,067,750	45,610,000	\$ 9,302,350	\$ 54,912,350	45,610,000	\$ 9,302,350	\$ 54,912,350	45,610,000	\$ 9,302,350	\$ 54,912,350	
2016							25,875,000	614,531	26,489,531	56,380,000	2,819,000	59,199,000	51,050,000			56,282,750	\$ 7,021,850	\$ 54,911,850	56,282,750	\$ 7,021,850	\$ 54,911,850	56,282,750	\$ 7,021,850	\$ 54,911,850	
2017																50,285,000	\$ 4,627,350	\$ 54,912,350	50,285,000	\$ 4,627,350	\$ 54,912,350	50,285,000	\$ 4,627,350	\$ 54,912,350	
2018																									
2019																									
Total debt service	702,650,000	363,243,359	1,065,893,359	687,045,000	390,156,632	1,077,201,632	311,670,000	163,106,801	474,776,801	671,840,000	393,792,012	1,065,632,012	673,220,000	396,186,824	1,069,406,824	689,605,000	408,633,238	1,098,238,238	689,605,000	408,633,238	1,098,238,238	689,605,000	408,633,238	1,098,238,238	
Less total interest																									
Less principal																									



5. 1995 TRANSPORTATION SYSTEM BOND RESOLUTION

On June 15, 1995, the Authority adopted the 1995 Transportation System Bond Resolution (the "1995 Resolution"). On August 3, 1995 and August 24, 1995 the Authority issued \$804,475,000 of 1995 Transportation system Bonds, Series A, and \$778,225,000 of 1995 transportation System Bonds, Series B. Proceed of the 1995 Series A Series B bonds were used to refund all bonds outstanding as of June 30, 1995, to repay the advances made under the Advance Agreement, and to also provide funding for \$300,000,000 of new transportation system improvements. With the issuance of the 1995 series B Bonds, the Prior Bond Resolution dated March 16, 1988, was defeased.

6. 1996 TRANSPORATTION SYSTEM BONDS ISSUES

On February 29, 1996 and October 30, 1996, respectively the Authority issued \$334,065,000 of 1996 Transportation System Bond Series A, and \$714,340,000 of 1996 Transportation System Bonds Series B, to provide funding for new transportation system improvements.

7. 1997 TRANSPORATTION SYSTEM BOND ISSUES

On December 9, 1997, the Authority issued \$703,940,000 of 1997 Transportation System Bonds Series A, to provide funding for new transportation system improvements.

8. REVENUE CONTRACTS

Pursuant to a contract signed with the State, the Authority will receive revenues during the year ending June 30, 1996 and future fiscal years, from State appropriations, which are funded from assessments to toll road authorities, commercial vehicle fees and motor fuel taxes, pursuant to Article VII, Section 2 of the State Constitution. Revenues in the amount of \$380,300,000 have been appropriated by the State to the Authority for the year ending June 30, 1999.

9. STANDBY DEFICIENCY AGREEMENT

On May 6, 1997, the New Jersey Transit Corporation (the "Corporation") issued \$347,655,000 Capital Grant Anticipation Notes, Series 1997A (the "Notes") to finance part of the cost of construction of the Hudson-Bergen Light Rail Transit Project, cost of issuance and capitalized interest on the Notes. The Notes were issued in anticipation of the receipt of grants from the federal government pursuant to the Federal Transit Administration Grant Agreement dated as of October 15, 1996 between the Corporation and the United States of America. The Notes are special limited obligations of the Corporation, payable solely from and secured by certain "Pledged Funds". To the extent that Pledged Funds are insufficient therefor, the principal of and interest on the Notes when due are also payable from amounts received from the Authority and the trustee for the holders of the Notes. The Agreement was issued as an "Other Obligation" of the Authority under the Authority's 1995 Transportation System Bond Resolution adopted on June 15, 1995, as amended and supplemented, payable and secured on a parity with all other bonds, notes and other obligations (other than subordinated debt) issued by the Authority thereunder.

10. ESCROW BANK ACCOUNTS

In connection with payoff of some 1988 Series A and 1993 Series A and B Bonds. The Authority created escrow accounts at PNC Bank, in as much as the authority has no access to these bank accounts, they are not reflected in the Financial Statements.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

Schedule 1

SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED JUNE 30, 1999

	Authority Reserve	Transportation Improvement	Total	Debt Service	Total Memorandum
CASH BALANCES, JUNE 30, 1998	\$ -	\$ -	\$ -	\$ -	\$ -
RECEIPTS:					
Motor fuel taxes	-	303,742,412	303,742,412	-	303,742,412
Good driver's surcharge	-	80,000,000	80,000,000	-	80,000,000
Commercial vehicle fees	-	30,000,000	30,000,000	-	30,000,000
Toll road authorities	-	24,500,000	24,500,000	-	24,500,000
General Fund	-	9,200,000	9,200,000	-	9,200,000
Bond Proceeds	-	717,997,087	717,997,087	-	717,997,087
Net interest income	2,817	16,274,898	16,274,898	731,274	17,006,172
Sale of cash management fund invest. (Net)	7,723	865,000,000	865,007,723	30,677,347	895,685,070
Operating transfers in	22,932	-	22,932	274,648,575	274,671,507
Total Receipts	33,472	2,046,711,580	2,046,745,052	306,057,196	2,352,802,248
DISBURSEMENTS:					
Operating expenditures	33,472	228,367	261,839	-	261,839
Bond issuing costs	-	2,578,100	2,578,100	-	2,578,100
Bond interest expenditures	-	-	-	188,255,337	188,255,337
State transportation costs	-	865,000,000	865,000,000	-	865,000,000
Principal retirement of bonds	-	-	-	116,385,000	116,385,000
Purchase of cash management fund invest.	-	904,233,606	904,233,606	1,416,859	905,650,465
Operating transfers out	-	274,671,507	274,671,507	-	274,671,507
Total Disbursements	33,472	2,046,711,580	2,046,745,052	306,057,196	2,352,802,248
OTHER TRANSFERS IN (OUT)	-	-	-	-	-
CASH BALANCES, JUNE 30, 1999	\$ -	\$ -	\$ -	\$ -	\$ -



Schedule II

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
SCHEDULE OF INVESTMENTS
JUNE 30, 1999

	Interest Rate	Cost	Fair Value
AUTHORITY RESERVE FUND			
State of New Jersey Cash Management Fund, 54,696 units	4.59% (a)	\$ 54,696	\$ 54,696 (b)
TRANSPORTATION IMPROVEMENT FUND			
State of New Jersey Cash Management Fund, 327,977,906 units	4.59% (a)	327,977,906	327,977,906 (b)
DEBT SERVICE FUND			
State of New Jersey Cash Management Fund, 3,853,924 units	4.59% (a)	<u>3,854,523</u>	<u>3,854,523 (b)</u>
TOTAL (Memorandum only)		<u><u>\$ 331,887,125</u></u>	<u><u>\$ 331,887,125</u></u>

(a) As of June 30, 1999

(b) Funds are liquid investments due on demand