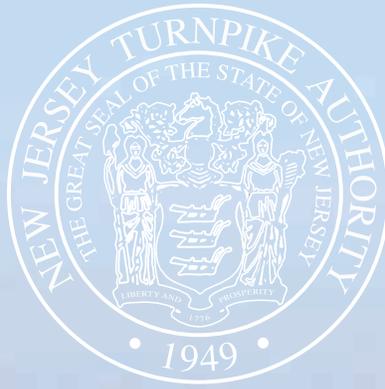




2007 ANNUAL REPORT





Cover photo: Construction of Hackensack River Bridge 1951
Above photo: NJ Turnpike mainline just south of Interchange 11



JON S. CORZINE
GOVERNOR

New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET

P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095

TELEPHONE (732) 750-5300

KRIS KOLLURI, Esq., Chairman
JOSEPH (J.P.) MIELE, Vice Chairman
MICHAEL R. Du PONT, Treasurer
HAROLD L. HODES, Commissioner
DAVID G. EVANS, Commissioner
MICHAEL LAPOLLA, Executive Director

Governor Jon S. Corzine
P.O. Box 001
Trenton, NJ 08625

Dear Governor Corzine:

It is a privilege to submit to you the Annual Report of the New Jersey Turnpike Authority for 2007.

As in years past, the staff of the New Jersey Turnpike Authority has met the challenges of providing service to the motoring public during dramatically changing times. The responsibility of ensuring smooth travel for the hundreds of millions of drivers on the New Jersey Turnpike and Garden State Parkway grows exponentially each year while the resources available to meet their needs do not usually keep pace.

I am proud to say that despite this challenge, the New Jersey Turnpike Authority continues to take dramatic steps forward. This past year saw remarkable progress in the advancement of two of the most integral projects in our transportation history and future – the widening of both roadways to fight the growing congestion problems that pose difficulty for drivers.

Many obstacles remain, but as solutions present themselves, the hard work of the employees of the Turnpike Authority will ensure that we will move forward.

Again, it is my pleasure to detail for you the year 2007 while we look forward to working with you to address the future of transportation in New Jersey in 2008.

Sincerely,

Kris Kolluri, Esq.
Chairman



**NEW JERSEY
TURNPIKE
AUTHORITY
COMMISSIONERS
2007**



KRIS KOLLURI, ESQ.
Chair



JOSEPH (J.P.) MIELE
Vice Chair



MICHAEL R. DU PONT
Treasurer



DAVID G. EVANS
Commissioner



HAROLD L. HODES
Commissioner

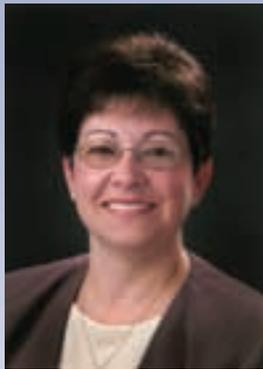


RAYMOND POCINO
Commissioner

NEW JERSEY TURNPIKE AUTHORITY STAFF



Michael Lapolla
Executive Director



Diane Gutierrez-Scaccetti
Deputy Executive Director



Mary K. Murphy
Deputy Executive Director

DIRECTORS

Ralph Bruzzichesi, P.E.
Director of Maintenance, Parkway

George Caceres
Director of Law

James Carone
Director of Internal Audit

Jude Depko, P.E.
Director of Operations, Parkway

Mary-Elizabeth Garrity
Director of Human Resources

Brian Gorman
Director of Technology &
Administrative Services

Benjamin Hayllar
Director of Finance

Sean Hill, P.E.
Director of Operations, Turnpike

Elizabeth P. Johnson, P.E.
Deputy Director of Strategic Transportation
Policy & Planning

Daniel McNamara, P.E.
Director of Maintenance, Turnpike

Cliff Miller
Director of Toll Collection, Parkway

Joseph Orlando
Director of Communications

Robert Quirk
Director of Toll Collection, Turnpike

Richard Raczynski, P.E.
Chief Engineer

Mary Ruotolo
Director of the Garden State
Arts Foundation

Dennis Switaj
Director of Electronic Toll Collection

Andrea Ward
Director of Purchasing

NEW JERSEY TURNPIKE AUTHORITY STAFF

CONSULTANTS

Wilentz, Goldman & Spitzer
General Counsel

Langan Engineering
General Environmental Consultant

DeCotiis, FitzPatrick, Cole & Wisler
Co-General Counsel

PMK Group
General Environmental Consultant

HNTB Corporation
General Consulting Engineer

Ernst & Young
Auditor

Wilbur Smith Associates
General Traffic Engineering Consultant

2007 STATISTICS FOR THE CONSOLIDATED OPERATIONS OF THE NEW JERSEY TURNPIKE & THE GARDEN STATE PARKWAY

FOR THE YEAR ENDED DECEMBER 31, 2007

Revenue Vehicles	667,252,601
Mileage	12,503,063,588
Toll Revenue	\$ 745,919,940
Income from Investments	\$ 20,699,848
Concession Revenue	\$ 35,134,721
Miscellaneous Revenue	\$ 7,905,657
Arts Center	\$ 3,271,253
ETC Project Revenue	\$ 50,339,219
Total Revenue	\$ 863,270,638

INTRODUCTION

The New Jersey Turnpike Authority is charged with keeping two of the world's most traveled toll roads – the New Jersey Turnpike and Garden State Parkway – performing in peak condition. These two premier roadways enable goods to reach markets, tourists to reach their vacation destinations, and most importantly, for New Jersey families to travel to work, school and home. With hundreds of millions of toll transactions each year, the Turnpike and Parkway remain safe and affordable avenues of transportation in all types of weather. NJTA is proud of the confidence our citizens place in it to keep them moving in the right direction.





STAYING OPEN IN ALL WEATHER

As a coastal state in the northeast, New Jersey faces the risk of both blizzards and hurricanes. Historically, the New Jersey Turnpike Authority (NJTA) has focused on snowstorms and has done it very well.

On each roadway during snowstorms, NJTA has hundreds of vehicles – plows, graders and snowblowers – with teams working round-the-clock to keep the pavement clear. For example, NJTA runs up to ten trucks across as many as five lanes of the Garden State Parkway to effectively remove all of the snow and ice from the pavement, allowing a constant flow of traffic in the coldest days of winter.

NJTA also maintains constant contact with the media to give commuters real-time information on travel conditions. Through a strong coordination with our regional partners – the New Jersey Department of Transportation, the New Jersey State Police, and the Port Authority of New York & New Jersey – NJTA helps to sustain the free flow of traffic in the Garden State as well as crossings into Delaware, New York and Pennsylvania.



Snow plows used many years ago

NJTA understands from past snowstorms that the key to success is preparation – knowing what to do, when to do it, and how many people are needed to keep traffic moving. Each roadway has elaborate snow plans that are updated each fall. These plans include defined standards for how bridges, ramps and the mainline roadways are each properly cleaned in both snow and ice conditions. Other details include staffing levels with updated call-in lists, when to reduce speed limits, clean-up check lists and recommended salting ratios and standards. These plans make up hundreds of pages of detail and time-tested procedures.



Weather warnings in earlier years

NJTA also understands that hurricanes pose a significant threat. That is why 2007 was the first full year that NJTA put a Hurricane Contingency Plan in place. Under this plan, at 72 hours before a hurricane, we check all equipment, such as flashlights, radios and cell phones. We make sure that vehicles have enough gas and fill our portable generators with fuel. Medical supplies are checked, and we make sure that all our personnel have proper weather gear and identification.

At 36 hours before a storm, NJTA reviews emergency schedules. Bunk rooms are prepared and sandbags are filled. We ensure that all vehicles – dump trucks, sweepers, Vac-Cons and others – are ready for duty.

At 12 hours before, response plans are reviewed and inventory is checked. Emergency equipment such as flares, bottled water and two-way radios are passed out to staff. All of this work is done through a chain of command to ensure that every mile of roadway is maintained.



Graphic courtesy of AccuWeather.com

NJTA also reviews the areas around our roadways for any new hazard – either natural or manmade. Our equipment must be checked and inventory must be stocked. Sites for debris removal must be identified and contact information must be updated.

It is not enough to plan for these events; we also practice for them. NJTA has defined ten preparedness activities that will keep us in shape for a hurricane including training sessions for stakeholders as well as tabletop exercises and drills.

Just when our preparation work ends, our recovery work begins. Debris is cleared. Damaged roadway signs are replaced with temporary ones. Bridges are inspected and electrical problems are corrected. Most importantly, travel conditions are broadcast on our advisory radio, always updated for motorists and the press.

For those who live in the many communities along the New Jersey shore, a variety of evacuation opportunities are available on the Parkway. For those families who have a personal evacuation plan and who also have cars with transponders, we have Express E-ZPass. Overhead gantries record a toll while a car is driven at highway speed. This keeps many more stretches of roadway open with no need to stop, getting evacuees to their destinations much more quickly. For those families who need information on what to do and where to go, we have toll plazas that enable them to stop and pick up necessary information. Much of the Parkway has been retrofitted with one-way tolling, with many mainline toll barriers only charging a toll in one direction alternating between northbound and southbound. In this scenario, families who need information may still stop, but not so often that it hinders their evacuation.



Graphic courtesy of AccuWeather.com

With a hurricane plan in place, New Jersey is joining its sister states on the Atlantic Coast in preparing for the damage that can come from a massive storm. We hope to minimize the effects of a storm on our communities and we will continue to provide our residents with the top quality of service that they expect from us.



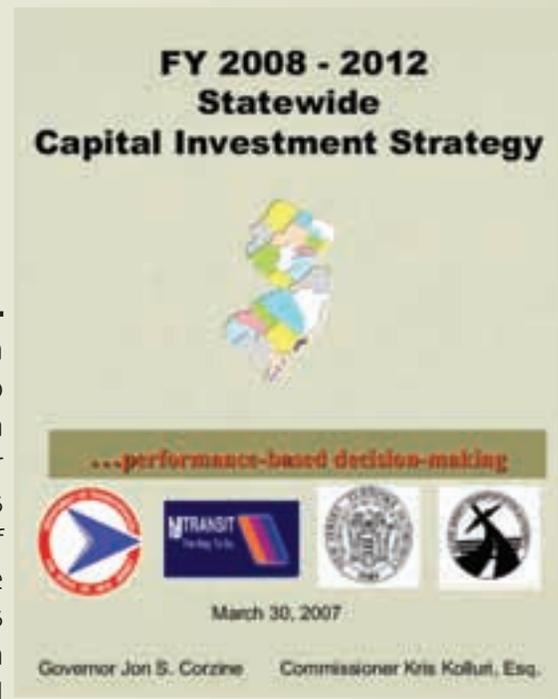
Pre-snow storm press conference with Governor Jon S. Corzine, Authority Chairman Kris Kolluri pictured on right and Executive Director Michael Lapolla on left



ONE STATE, ONE TRANSPORTATION SYSTEM

The State of New Jersey is a complex weave of roadways, from country lanes to multi-lane highways, from bucolic bridges to skyscraping spans, from quaint main streets to bustling urban cores. In addition, with a first-class rail system for passengers and freight, our state offers residents, businesses and visitors many options for surface transportation. All of these corridors are interconnected, and the quality of one affects the vibrancy of them all. NJTA understands that its role to serve the motoring public means working closely with the state's other transportation agencies to help keep us all moving in the right direction.

That is why in 2007, the New Jersey Department of Transportation led a coordinated effort with NJTA, New Jersey Transit and the South Jersey Transportation Authority to publish the FY 2008-2012 Statewide Capital Investment Strategy (CIS), a comprehensive map that both outlines and defines a unified strategy on several goals including congestion relief, intermodal efficiency, safety, smart growth and economic development. The CIS uses performance-based criteria to strategically direct resources to provide the greatest benefit for the residents of our state. NJTA is committed to the successful implementation of NJDOT's all-inclusive document to help chart the future of movement in New Jersey.



Inside the Traffic Management Center (TMC)

Another example of NJTA's commitment to transportation excellence through agency partnership is the Traffic Management Center (TMC). In 2007, major construction occurred on the TMC in Woodbridge at the former headquarters of the New Jersey Highway Authority. The 26,000 square foot facility will be a fiber-optic hub and round-the-clock operations center for all of the state's major roadways. Its construction and use reflects a strong partnership of NJTA, the New Jersey Department of Transportation and the New Jersey State Police.



Traffic Management Center (TMC) video screen display

Its most prominent feature will be a 7,500 square foot, two-story operations room with an 18'x 50' video wall linked to hundreds of cameras and real time traffic monitors placed throughout the state. Staff working on a 24/7 basis will monitor road conditions, and more importantly, initiate an even quicker and more comprehensive response to any situation that impedes the free flow of traffic. NJDOT will join with NJTA's Operations, Maintenance and Tolls departments as well as first responders to make uniform decisions in one location and take action to keep traffic moving through the state safely and efficiently.

The TMC will also eventually be linked to traffic cameras, vehicle sensors and variable message signs (VMS) placed in strategic locations along our state's roadways. Should one highway be congested, TMC officials will be able to detect and better manage traffic, and, where needed, easily divert traffic onto an unclogged, alternative roadway by using intelligent transportation system (ITS) technology to quickly inform drivers of real-time road conditions.

NJTA is pleased to be working closely with our partner agencies on these exciting projects, and looks forward to the great gains that will be made in New Jersey because of them.



Construction of the Traffic Management Center (TMC)

FORTY YEARS OF AN ARTS CENTER



In his annual message to the New Jersey Legislature on January 12, 1965, Governor Richard J. Hughes endorsed the construction of a facility that would be known as the Garden State Arts Center. He observed that the facilities at Telegraph Hill on the Garden State Parkway "will be easily accessible to our mobile population, centrally located in our State, near our urban places." He also said, "...it is fair to say that the new center will rival any similar facility in this country, and will be a place where natural beauty and art will combine to offer enjoyment a few short minutes from our cities." On January 27, 1965 at a dinner in Princeton, the Governor and the New Jersey Highway Authority (NJHA) commissioners introduced the world renowned architect Edward Durell Stone as its newly selected designer.



The Four Lads at the "Moments to Remember" Summer Senior Concert

More than three years later during one of the state's worst rainstorms, the Arts Center was opened with an invitational preview on Wednesday evening, June 12, 1968. Despite a temporarily flooded stage that delayed the scheduled ceremonies and the premier performance, the show with the Philadelphia Orchestra under conductor Eugene Ormandy and guest pianist Van Cliburn went on to great acclaim.

In its initial twelve weeks of almost nightly and some daytime programs between June 12 and September 7, more than 300,000 persons were counted as amphitheater attendees. A two-day jazz festival brought down the curtain on the Arts Center's first basic season that covered the musical spectrum.

In 2007 for the 40th consecutive year, the renamed PNC Bank Arts Center offered New Jersey's residents access to some of the biggest acts in the entertainment world. Country artists Toby Keith, Kenny Chesney and Alan Jackson with Brooks & Dunn performed before sell-out audiences. Some of the other premiere acts lending their talents to the Arts Center in 2007 were the Goo Goo Dolls, John Mayer and Stevie Nicks.



The Temptations

The PNC Bank Arts Center marked the 2007 holiday season with its 10th annual Holiday Light Spectacular. Over 20,000 visitors took the two-mile drive through the grounds to enjoy a spectacular show of a million lights and more than a hundred holiday displays.



2007 Governor's Concert "The Silly Jellyfish"

THE GARDEN STATE ARTS FOUNDATION AND CULTURAL CENTER FUND

NJHA created the Cultural Center Fund in 1968 to present free programming to New Jersey residents, and in 1984, NJHA established the Garden State Arts Foundation for the sole purpose of fundraising. Both came under control of the New Jersey Turnpike Authority with its merger with NJHA in 2003.

Year after year, the Garden State Arts Foundation strives to ensure that cultural and artistic programming remains available to as wide an audience as possible. In 2007, more than 20 free programs were presented to New Jersey residents at the PNC Bank Arts Center and through "On the Road" programs. Among the performances offered free to the public in 2007 were Martha and the Vandellas, Melissa Manchester and James Darren as well as performances for children including Henry and Mudge, The Silly Jellyfish and Hot Peas and Butter.



Scottish Festival

As part of the Foundation's commitment to bolstering cultural activities, several aspects of the annual Heritage Festival Series remained free-of-charge. These daylong events - featuring food, crafts, performing arts, and much more - celebrate and highlight New Jersey's ethnic and cultural diversity.



Ultrasonic Superfantastic 2007 Kids Day Weekend standing room only concert featuring High School Musical star and recording artist Corbin Bleu

In addition, the Foundation presented the Third Annual Ultrasonic Superfantastic Kids Day Weekend on October 6 -7, 2007. With nearly 100,000 people in attendance, this was the largest event designed specifically for kids and their families to take place in New Jersey last year. Children and their families were transported to the ultimate out-of-this-world experience - a "Kids' Nirvana" filled with all types of unique activities, live entertainment, interactive sponsor pavilions, exciting rides and more. Most components of the event were free to families including admission, parking and all arts activities. This year's event included a free evening concert featuring High School Musical star and recording artist Corbin Bleu, and over 5,000 people were in attendance for the standing room only show.

INVESTING IN OUR INFRASTRUCTURE

In 2007, design and construction work throughout the New Jersey Turnpike and Garden State Parkway kept NJTA busy with roadway improvements that will better ensure safe and efficient travel in the Garden State.



Driscoll Bridge

With the ongoing renovation of the Driscoll Bridge on the Parkway, NJTA completed almost half of the entire project in 2007 by beginning construction on the outer northbound span by reconstructing the bridge decks on 21 of the 29 individual spans. NJTA also finished much of the repair work to the supporting steel "super structure" underneath the bridge decks, upgraded the bridge & roadway lighting and made signage improvements. When completed, the entire bridge system will feature three bridges consisting of eight northbound and seven southbound lanes traversing the Raritan River connecting Woodbridge and Sayreville.

Also in 2007, NJTA completed construction work on the northbound and southbound roadways of the Passaic River Bridge connecting Kearny and Newark on the Turnpike's eastern spur. Also, much of the construction work on the Rancocas Creek Bridge on the Turnpike in Burlington County between Interchanges 4 and 5 neared completion. Both bridges feature three lanes of traffic in each direction.



Rancocas Creek Bridge

NJTA continued the reconstruction of Interchange 12, including the construction of new bridge piers and erection of structural steel for a new flyover ramp that will connect to the new toll plaza facility. To help traffic flow, NJTA also widened nearby Roosevelt Avenue in Carteret from two to four lanes. Grading, drainage and paving work for the new interchange ramps and toll plaza continued as well as construction of a new utility building.

Significant design work on many more projects was accomplished in 2007, most notably on the widening of sections of the Turnpike and Parkway. In fact, NJTA held four public hearings in 2007 for plans to double the number of lanes on the central portion of the Turnpike from Interchanges 6 to 8A.

A 10- to 14- lane "dual-dual" system is present in much of the Turnpike's northern section between Interchanges 8A and 14 in which truck traffic is relegated to outer sets of lanes and passenger car traffic has exclusive use of the inner sets of lanes. Under the most ambitious project undertaken in many years, NJTA will extend this lane configuration for approximately 23 miles.



Rancocas Creek Bridge

Preliminary engineering and the environmental impact statement were both completed in 2007 allowing for 170 additional lane miles from New Brunswick to the Pearl Harbor Memorial Turnpike Extension that links to the Pennsylvania Turnpike. This will replace the existing 10-lane dual-dual system from Interchange 9 to 8A and the simple six-lane system from Interchange 8A to 6 with the 12-lane dual-dual configuration.

NJTA also spent much of 2007 working with the New Jersey Department of Environmental Protection (NJDEP) and the New Jersey Pinelands Commission to preserve the rich and varied natural habitats along Jersey Shore communities as NJTA seeks to widen the Parkway from four to six lanes from Exit 80 in Ocean County to Exit 30 in Atlantic County.



Driscoll Bridge

With much accomplished regarding preliminary engineering and the permitting process last year, NJTA is looking forward to first upgrading the section between Interchanges 80 to 63 as early as the Summer of 2009, providing drivers with three 12-foot wide lanes in each direction as well as 12-foot right shoulders and 10-foot left shoulders.

Other design work accomplished in 2007 for the Parkway includes plans for a new \$60 million span of the Mullica River Bridge that connects Burlington and Atlantic counties, improvements to Interchange 67 in Monmouth County, and removing traffic signals in Cape May County as part of improvements to Interchanges 9, 10 and 11.

For the Turnpike, NJTA made great strides on design work to improve access to the Meadowlands Sports Complex and streamline the traffic flows for Interchange 16W with improvements to Route 3 and Route 120. NJTA also completed much of the preliminary environmental assessment for the Tremley Point Connector Road, a four-lane, 1.2 mile bridge system that will open up direct access between Interchange 12 and four hundred acres of brownfields in Union County that can be revitalized and accessible for economic development.



Passaic River Bridge

FINANCIAL STATEMENTS (TURNPIKE REVENUE BOND
RESOLUTION BASIS) AND SUPPLEMENTARY INFORMATION

New Jersey Turnpike Authority
Year Ended December 31, 2007
With Report of Independent Auditors

New Jersey Turnpike Authority

Financial Statements

Year Ended December 31, 2007

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Report of Independent Auditors

To the Commissioners
New Jersey Turnpike Authority
New Brunswick, New Jersey

We have audited the accompanying bond resolution financial statements of the New Jersey Turnpike Authority (the Authority), a component unit of the State of New Jersey, as of and for the year ended December 31, 2007, as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. We were not engaged to perform an audit of the Authority's internal control over financial reporting. Our audit included consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As described in Note 2 to the financial statements, these financial statements were prepared in accordance with the provisions of the Authority's 1991 Turnpike Revenue Bond Resolution as amended, restated and supplemented and on the Authority's interpretation of such resolution, which is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America. Accordingly, the bond resolution basis financial statements do not present fairly the Authority's financial position and results of operations and cash flows in accordance with accounting principles generally accepted in the United States of America.

In our opinion, such financial statements present fairly, in all material respects, the assets, liabilities and fund balances and the cost of investment in facilities of the Authority as of December 31, 2007, and its revenues and expenses and changes in fund balances and its net revenues for the year then ended on the basis of accounting described in Note 2.

Our audit was conducted for the purpose of forming an opinion on the aforementioned financial statements taken as a whole. The supplemental information included in Schedules 1 through 4, is presented for purposes of additional analysis and is not a required part of the aforementioned financial statements. This additional information is the responsibility of the Authority's management. Such information, except for the portion marked unaudited on which we express no opinion, has been subjected to the auditing procedures applied in our audit of the aforementioned financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the aforementioned financial statements taken as a whole.

Ernst + Young LLP

March 28, 2008

New Jersey Turnpike Authority

Statement of Net Revenue

For the Twelve Months Ended December 31, 2007

Revenues:	
Toll revenue	\$ 745,919,940
ETC Project Fees	50,339,219
Concession revenue	35,134,721
Earnings on investments (including interest transfers)	20,699,848
Miscellaneous revenue	7,905,657
Arts Center	3,271,253
Total revenues and interfund transfers	<u>863,270,638</u>
Operating Expenses:	
Executive office	2,196,118
ETC Dept.	3,179,803
Law	1,499,640
Finance and budgets	6,011,902
Human resources	3,155,415
Technology and administrative services	12,208,970
Purchasing	1,326,003
Operations	6,121,022
Patron services	1,251,749
Automotive Services	375,880
State police	60,052,416
Toll Collection	78,651,427
Maintenance	74,314,609
Engineering	4,320,573
Internal Audit	1,280,585
Strategic Planning	289,237
Art Center	350,685
Inventory	3,179,839
Non-departmental	18,894,298
Employee benefits	78,609,541
Utilities	17,602,978
Snow	6,021,335
ETC	90,506,692
Total operating expenses	<u>471,400,717</u>
Total revenues and interfund transfers in excess of budgeted operating expenses before debt service	391,869,921
Debt Service:	
Interest expense	220,853,718
Transfer to Debt Service Fund	76,460,000
Total debt service	<u>297,313,718</u>
Total Revenues and interfund transfers in excess of operating expenses and debt service	94,556,203
Interfund Transfers:	
To Charges Fund	(5,250,000)
To Maintenance Reserve Fund	(60,830,000)
To Special Project Reserve Fund	(26,000,000)
To General Reserve Fund	(2,476,203)
Total revenues and interfund transfers in excess of operating expenses, debt service and interfund transfers	<u>\$ -</u>

New Jersey Turnpike Authority

Statement of Operations

For the Twelve Months Ended December 31, 2007

	Revenue Fund	Construction Fund	Maintenance Reserve Fund	Special Project Reserve Fund	General Reserve Fund	Charges Fund	Debt Service Fund	Total 2007
Operating revenues:								
Toll revenue	\$ 745,919,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 745,919,940
ETC project fees	50,339,219	-	-	-	-	-	-	50,339,219
Concession revenue	35,134,721	-	-	-	-	-	-	35,134,721
Miscellaneous revenue	7,905,657	-	-	-	-	-	-	7,905,657
Arts center	3,271,253	-	-	-	-	-	-	3,271,253
Total revenues	842,570,790	-	-	-	-	-	-	842,570,790
Operating expenses								
Maintenance of roadway, buildings and equipment	85,032,399	-	-	-	-	-	-	85,032,399
Toll collection	78,651,427	-	-	-	-	-	-	78,651,427
State police and traffic control	66,173,437	-	-	-	-	-	-	66,173,437
Administration and finance	151,036,762	-	-	-	-	-	-	151,036,762
ETC expenses	90,506,692	-	-	-	-	-	-	90,506,692
Cash operating expenses	471,400,717	-	-	-	-	-	-	471,400,717
Net operating revenue	371,170,073	-	-	-	-	-	-	371,170,073
Earnings on investments available to meet debt service	3,551,665	-	1,911,959	1,646,197	8,009,253	48,576	5,532,198	20,699,848
Interfund transfers of earnings on investments	17,148,183	-	(1,911,959)	(1,646,197)	(8,009,253)	(48,576)	(5,532,198)	-
Earnings on investments (including interest transfers)	20,699,848	-	-	-	-	-	-	20,699,848
Net revenue available for debt service	391,869,921	-	-	-	-	-	-	391,869,921
Debt service:								
Transfers interest expense	(220,853,718)	-	-	-	-	-	220,853,718	-
Transfer for next sinking payment	(76,460,000)	-	-	-	-	-	76,460,000	-
Bond interest expense	-	-	-	-	-	-	(220,853,718)	(220,853,718)
Total debt service	(297,313,718)	-	-	-	-	-	76,460,000	(220,853,718)
Net revenue after operating expenses and debt service	94,556,203	-	-	-	-	-	76,460,000	171,016,203
Application of net revenue								
Interfund transfers:								
To charges fund	(5,250,000)	-	-	-	-	5,250,000	-	-
To maintenance reserve fund	(60,830,000)	-	60,830,000	-	-	-	-	-
To special project reserve fund	(26,000,000)	-	-	26,000,000	-	-	-	-
To general reserve fund	(2,476,203)	-	-	-	2,476,203	-	-	-
	-	-	60,830,000	26,000,000	2,476,203	5,250,000	76,460,000	171,016,203
Other changes in fund balance								
Interest income - construction fund	-	30,729,484	-	-	-	-	-	30,729,484
Arbitrage expense	-	-	-	-	-	-	-	-
Payment of other charges	-	(7,221,672)	(59,492,402)	(24,362,715)	(71,218,046)	(5,016,271)	-	(167,311,106)
Required payment to the State of New Jersey	-	-	-	-	(22,000,000)	-	-	(22,000,000)
Sinking fund payments	-	68,570,000	-	-	-	-	(68,570,000)	-
Net change in fund balance	\$ -	\$ 92,077,812	\$ 1,337,598	\$ 1,637,285	\$ (90,741,843)	\$ 233,729	\$ 7,890,000	\$ 12,434,581

New Jersey Turnpike Authority

Statement of Assets, Liabilities and Fund Balances

For the Twelve Months Ended December 31, 2007

	Revenue Fund	Construction Fund	Maintenance Reserve Fund	Special Project Reserve Fund	General Reserve Fund	Charges Fund	Debt Service Fund	Total 2007
Assets								
Cash	\$ 64,660,157	\$ 30,142,017	\$ 1,816,084	\$ 4,761,301	\$ 38,935,112	\$ 1,689	\$ 112,397	\$ 140,428,757
Investments	126,534,205	512,722,027	31,500,763	25,007,170	124,076,268	1,104,908	176,061,504	997,006,845
Receivables	25,993,002	5,642,043	-	-	946,806	-	-	32,581,851
Interfund accounts, net	(16,904,970)	(3,257,257)	(1,542,147)	(358,894)	24,699,613	(216)	(2,636,129)	-
Inventory	24,556,270	-	-	-	-	-	-	24,556,270
Deposits	1,326,714	-	-	-	-	-	-	1,326,714
Prepaid Expenses	3,391,578	-	-	-	-	-	-	3,391,578
Cost of investment in facilities	-	7,776,377,873	-	-	-	-	-	7,776,377,873
Total assets	\$ 229,556,956	\$8,321,626,703	\$ 31,774,700	\$ 29,409,577	\$ 188,657,799	\$ 1,106,381	\$ 173,537,772	\$ 8,975,669,888
Liabilities and fund balances								
Liabilities:								
Accounts payable	\$ 34,847,765	\$ 18,843,970	\$ 10,087,597	\$ 3,333,142	\$ 13,973,497	\$ 93,512	\$ -	\$ 81,179,483
Withholdings from employees	1,262,960	-	-	-	-	-	-	1,262,960
Accrued debt service payable	-	-	-	-	-	-	85,038,602	85,038,602
Amounts retained from contractors and engineers	185,631	16,542,498	3,857,858	214,904	292,705	-	-	21,093,596
Other liabilities	108,602,755	4,838,546	38,408	305,342	4,500,000	-	-	118,285,051
Bond indebtedness:								
Turnpike Revenue Bonds, Series 1991 C	-	102,650,000	-	-	-	-	-	102,650,000
Turnpike Revenue Bonds, Series 1991 D	-	371,000,000	-	-	-	-	-	371,000,000
Turnpike Revenue Bonds, Series 1992 B	-	23,771,124	-	-	-	-	-	23,771,124
Turnpike Revenue Bonds, Series 2000 A	-	336,815,000	-	-	-	-	-	336,815,000
Turnpike Revenue Bonds, Series 2000 B - G	-	400,000,000	-	-	-	-	-	400,000,000
Turnpike Revenue Bonds, Series 2003 A	-	788,815,000	-	-	-	-	-	788,815,000
Turnpike Revenue Bonds, Series 2003 B	-	679,970,000	-	-	-	-	-	679,970,000
Turnpike Revenue Bonds, Series 2003 C	-	500,000,000	-	-	-	-	-	500,000,000
Turnpike Revenue Bonds, Series 2003 D	-	400,000,000	-	-	-	-	-	400,000,000
Turnpike Revenue Bonds, Series 2004 A	-	154,000,000	-	-	-	-	-	154,000,000
Turnpike Revenue Bonds, Series 2004 B	-	115,172,730	-	-	-	-	-	115,172,730
Turnpike Revenue Bonds, Series 2004 C	-	287,120,000	-	-	-	-	-	287,120,000
Turnpike Revenue Bonds, Series 2005 A	-	409,180,000	-	-	-	-	-	409,180,000
Turnpike Revenue Bonds, Series 2005 B	-	32,500,000	-	-	-	-	-	32,500,000
Turnpike Revenue Bonds, Series 2005 C	-	95,880,000	-	-	-	-	-	95,880,000
Turnpike Revenue Bonds, Series 2005 D	-	208,735,000	-	-	-	-	-	208,735,000
Total liabilities	144,899,111	4,945,833,868	13,983,863	3,853,388	18,766,202	93,512	85,038,602	5,212,468,546
Fund balances	84,657,845	3,375,792,835	17,790,837	25,556,189	169,891,597	1,012,869	88,499,170	3,763,201,342
Total liabilities and fund balances	\$ 229,556,956	\$8,321,626,703	\$ 31,774,700	\$ 29,409,577	\$ 188,657,799	\$ 1,106,381	\$ 173,537,772	\$ 8,975,669,888

New Jersey Turnpike Authority

Statement of Changes in Fund Balances

For the Twelve Months Ended December 31, 2007

	Revenue Fund	Construction Fund	Maintenance Reserve Fund	Special Project Reserve Fund	General Reserve Fund	Charges Fund	Debt Service Fund	Total
Balance as of December 31, 2006	\$ 84,657,845	\$ 3,283,715,023	\$ 16,453,239	\$ 23,918,904	\$ 260,633,440	\$ 779,140	\$ 80,609,170	\$3,750,766,761
Add (deduct):								
Total revenues and interfund transfers in excess of operating expenses before debt service	374,721,738	-	1,911,959	1,646,197	8,009,253	48,576	5,532,198	391,869,921
Transfers to fund bond interest expense	(220,853,718)	-	-	-	-	-	220,853,718	-
Bond interest expense	-	-	-	-	-	-	(220,853,718)	(220,853,718)
Construction investment interest	-	30,729,484	-	-	-	-	-	30,729,484
Payment of other charges	-	(7,221,672)	(59,492,402)	(24,362,715)	(71,218,046)	(5,016,271)	-	(167,311,106)
Revenue fund transfers	(92,080,000)	-	60,830,000	26,000,000	-	5,250,000	-	-
Interfund transfer of earnings on investments	17,148,183	-	(1,911,959)	(1,646,197)	(8,009,253)	(48,576)	(5,532,198)	-
Other fund transfers	-	-	-	-	-	-	-	-
Sinking fund payment	-	68,570,000	-	-	-	-	(68,570,000)	-
Sinking fund transfers	(76,460,000)	-	-	-	-	-	76,460,000	-
Surplus transfer	(2,476,203)	-	-	-	2,476,203	-	-	-
Required payment to the State of New Jersey	-	-	-	-	(22,000,000)	-	-	(22,000,000)
Balance as of December 31, 2007	\$ 84,657,845	\$ 3,375,792,835	\$ 17,790,837	\$ 25,556,189	\$ 169,891,597	\$ 1,012,869	\$ 88,499,170	\$3,763,201,342

New Jersey Turnpike Authority

Statement of Cost of Investment in Facilities

For the Twelve Months Ended December 31, 2007

	Original Turnpike Extensions and Additional Lanes	Revenues Invested in Facilities	1966 Turnpike Improvement	1971 Turnpike Improvement	1973 Improvement and Funding Program	1977 Turnpike System Revenue Bond Accounts	1984 Turnpike Revenue Bonds	Refunding of 1984 Bonds	1985-1990 Widening Project	Business Plan for the 90's	Former NJHA Construction	2000 Construction Fund	2003 Construction Fund	2004 Construction Fund	2005 Construction Fund	Total
Land	\$ 25,771,162	\$ 6,073,263	\$ 28,704,263	\$ 4,074,507	\$ 7,013,092	\$ -	\$ -	\$ -	\$ 24,713,537	\$ 429,638,178	\$ 73,012,428	\$ 15,306,410	\$ -	\$ 245,755	\$ -	\$ 614,552,595
Buildings and Sound Barriers	21,511,320	11,114,629	25,867,688	3,041,943	10,476,787	-	-	-	22,173,191	121,556,299	63,110,204	80,438,458	-	792,505	-	360,083,024
Road Surface	63,572,995	7,553,490	27,342,867	7,277,862	3,806,320	-	-	-	45,160,447	61,377,466	99,062,222	54,024,963	-	792,506	-	369,971,138
Road Bed	103,010,596	49,460,276	204,074,805	20,684,820	24,881,066	-	-	-	285,612,468	393,869,548	647,849,751	441,569,519	-	27,132,553	56,411	2,198,201,813
Bridges	191,117,115	13,261,252	168,090,449	84,540,355	7,592,182	-	-	-	205,469,578	174,462,501	243,854,963	239,285,024	-	54,877,269	-	1,382,550,688
Equipment	22,139,668	-	-	-	3,360,072	-	-	-	-	4,391,081	110,934,141	303,608,315	-	8,417,824	-	452,851,101
Construction-In-Progress	-	-	-	-	-	-	-	-	-	-	-	260,433,573	-	198,853,591	17,663,978	476,951,142
Financial	27,036,418	165,271	245,668,754	22,512,061	23,615,247	12,874,128	67,745,398	7,988,081	594,000,850	576,094,175	32,741,774	326,430,066	(4,978,224)	(16,788,670)	6,111,043	1,921,216,372
	\$ 454,159,274	\$ 87,628,181	\$ 699,748,826	\$142,131,548	\$ 80,744,766	\$12,874,128	\$ 67,745,398	\$ 7,988,081	\$ 1,177,130,071	\$ 1,761,389,248	\$ 1,270,565,483	\$ 1,721,096,328	\$ (4,978,224)	\$274,323,333	\$23,831,432	\$ 7,776,377,873

New Jersey Turnpike Authority

Notes to Financial Statements

Year Ended December 31, 2007

1. Organization and Function of the New Jersey Turnpike Authority

The New Jersey Turnpike Authority (the Authority) is a body corporate and politic created by the New Jersey Turnpike Authority Act of 1948, as amended and supplemented (the Act). The Act authorizes the Authority to construct, maintain, repair, and operate the New Jersey Turnpike (the Turnpike System) 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 Director of the Division of Budget and Accounting of the Department of the Treasury, payable solely from tolls and other revenues of the Authority. Under the provisions of the Act, the 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.

On May 27, 2003, the Act was amended. The amendment empowered the Turnpike Authority, effective on the Transfer Date, to assume all powers, rights, obligations and duties of the New Jersey Highway Authority (the Highway Authority), which owned and operated the Garden State Parkway and PNC Bank Arts Center. The Transfer Date, which was the date of issuance and delivery of the Series 2003 (Turnpike Authority) Bonds, was July 9, 2003. On that date, the Chair of the Turnpike Authority and the Commissioner of the New Jersey Department of Transportation certified to the Governor of the State of New Jersey that (a) all bonds of the Highway Authority ceased to be outstanding within the meaning of the resolutions pursuant to which those bonds were issued and (b) that the Turnpike Authority had assumed all debts and statutory responsibilities and obligations of the Highway Authority.

The Authority is a component unit of the State of New Jersey and its financial statements presented in accordance with accounting principles generally accepted in the United States (GAAP), are included in the State of New Jersey's (the State) Comprehensive Annual Financial Report (CAFR).

2. Summary of Significant Accounting Policies

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

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

based upon the provisions of the Turnpike Revenue Bond Resolution, adopted August 21, 1991 as amended, restated and supplemented (the Bond Resolution). The various funds are as follows:

- Revenue Fund – the Revenue Fund is the general operating fund of the Authority. It is used to account for all of the operating pledged revenues and expenses.
- 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 the proceeds from the issuance of Turnpike Revenue Bonds in 2000, 2003, 2004 and 2005 (see Note 6), unexpended moneys related to projects authorized by previous bond issues and amounts transferred in as a result of the acquisition of the Highway Authority.
- 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.
- Special Project Reserve Fund – amounts in this fund may be applied to the cost of one or more special projects or additional projects. On an annual basis, the Special Project Reserve Fund is replenished up to the amount of the Special Project Reserve Requirement of \$50,000,000. The required funding is determined by projecting the ending fund balance and comparing it to the Special Project Reserve Requirement. The difference is funded in 12 equal installments over the next fiscal year.
- General Reserve Fund – amounts in the General Reserve Fund are to be used to make required state payments and to make up deficiencies in the Revenue Fund, the Debt Service Fund, the Debt Reserve Fund, the Charges Fund, the Maintenance Reserve Fund, and the Special Project Reserve Fund. Subject to certain terms, 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) payment of principal and interest due upon redemption of variable rate debt, commercial paper and subordinated indebtedness, if any; (c) payments into the Construction Fund; (d) improvements, extensions, betterments, renewals, and replacements of the Turnpike System or the provisions of reserves for these purposes; (e) payments into the Revenue Fund; and (f) any other corporate purpose, including but not limited to, additional required State payments, if any.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

- Charges Fund – this fund is used to pay (a) fees and charges paid to a financial institution under a letter of credit and related reimbursement agreement, line of credit, standby bond purchase agreement, or similar agreement; (b) fees and charges paid to the remarketing agent; (c) fees and charges paid to the tender agent; and (d) fees and charges paid to the broker/dealer but only to the extent that the Authority determines the foregoing amounts shall not be paid as operating expenses.
- Debt Service Fund – this fund accumulates the amounts required for (a) payment of interest and maturing principal amounts on all outstanding Turnpike revenue bonds when due; (b) payment of the redemption price and accrued interest on the bonds to be redeemed; and (c) payment of the purchase price of bonds purchased through application of moneys accumulated in this fund by reason of the payment of any sinking fund installment.
- Debt Reserve Fund – amounts in this fund are to be applied to make up any deficiency in the Debt Service Fund. The Bond Resolution provides that as a condition to the issuance of each series of bonds there shall be deposited in the Debt Reserve Fund the amount, if any, necessary so that the amount in such fund equals the Debt Reserve Requirement calculated immediately after the issuance of such series of bonds. The Debt Reserve Requirement is equal to the greatest amount of interest accruing on the outstanding bond indebtedness in any one year, subject to certain provisions set forth in the Bond Resolution (see Note 6).
- Whenever the moneys and investment securities on deposit in the Debt Reserve Fund, together with the amount in the Debt Service Fund, are sufficient to pay in full all outstanding bonds in accordance with their terms, the funds on deposit in the Debt Reserve Fund are to be transferred to the Debt Service Fund.
- The Authority may deposit a surety bond, insurance policy, or letter of credit payable to the Trustees of the bonds in an amount equal to the difference between the Debt Reserve Requirement and amounts deposited in the Debt Reserve Fund, subject to conditions provided for in the Bond Resolution (see Note 6).

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

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 the Bond Resolution. The significant practices, some of which differ in material respects from GAAP, are as follows:

- Depreciation of the Turnpike System and related facilities is not included as an operating expense or otherwise provided, as required by GAAP.
- Operating expenses are recorded as incurred. This includes reserves for general liability insurance claims for which the Authority is self-insured, unemployment insurance premiums withheld from employees, postemployment benefits other than pensions, and certain other reasonable and necessary operating expenses which do not recur annually.
- Costs related to investment in facilities are capitalized as incurred. Capitalized items consist principally of the following:
 - expenditures to acquire rights-of-way;
 - expenditures to construct, place in operation and improve the Turnpike System;
 - costs of certain real estate in excess of right-of-way requirements which may be sold and the proceeds applied as a reduction of construction costs;
 - administrative, legal, and certain insurance expenses incurred during the construction period.
- Capital assets retired or disposed of are not recorded as a reduction in the cost of investment in facilities. GAAP requires that all assets retired or disposed of be written off.
- Costs of issuing and refunding bonds are capitalized and included as part of the cost of investment in facilities and are not recorded as unamortized bond issuance costs as required by GAAP.
- Amortization of expenses associated with the offering, selling and issuance of bonds and notes; discounts or premiums on the sale of notes; and cost of issuing and refunding bonds is not included as an operating expense, or otherwise provided, as required by GAAP.

New Jersey Turnpike Authority
Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

- Income on unexpended construction funds is recorded in the Construction Fund when earned.
- Inventory is recorded at cost and valued on a weighted-average basis.
- Toll revenues are generally recorded when earned, including toll revenues received under the post paid commercial EZPass program and EZPass revenue due from other participating Authorities.
- Bonds are recorded at par value as bond indebtedness in the Statement of Assets, Liabilities and Fund Balances. Bond discounts, premiums and accretion are recorded as part of the cost of investment in facilities in the Statement of Assets, Liabilities and Fund Balances and not offset against bond indebtedness as required by GAAP.
- Income on investments and from concessions is recorded when earned. Investments are stated at amortized cost, plus accrued interest. GAAP requires such investments to be recorded at fair value.
- Other income and receipts, from whatever source derived, are recorded as revenue when earned.
- Interest on bond indebtedness is recorded as incurred.
- Costs for repairs, replacements, or maintenance items of a type not recurring annually or at shorter intervals and costs for resurfacing, repairs, renewals, or reconstruction of the Turnpike System are recorded when incurred. Such costs are included in payment of other charges in the accompanying Statement of Changes in Fund Balances.
- The Authority enters into various interest rate swaps in order to manage risks associated with interest on its bond portfolio. As currently allowed under GAAP and the Bond Resolution, the Authority does not record the fair market value or changes in the fair market value on the face of the financial statements. See Note 7 for the relevant disclosure.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

- For the year ended December 31, 2007, the Authority has classified Automotive Services and Utilities as separate operating expense categories on the Statement of Net Revenue. During 2006, these expenses were classified as part of Maintenance.
- Total 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 the assets therein, is for comparison only and does not indicate that the combined assets are available in any manner other than that provided for in the Bond Resolution.

3. Split Costs

Snow removal costs at December 31, 2007, as reported in the Statement of Net Revenue, amounted to \$6,021,335. In accordance with the Authority's policy, snow removal costs that exceed the Authority's actual 2006 cost are considered extraordinary snow cost and as such charged to the General Reserve Fund during the year. Snow removal costs charged to the General Reserve Fund in 2007 amounted to \$6,763,393. The Authority's total snow removal costs are \$12,784,728 for the year ended December 31, 2007.

4. Cash and Investments

The New Jersey Turnpike Authority is authorized to engage in investment activity pursuant to the Turnpike Revenue Bond Resolution adopted on August 20, 1991. Investment policies are set forth in certain sections of the Resolution and these guidelines are adhered to by the Authority's Finance Department when making day-to-day investment decisions. The Authority principally invests in securities of United States agencies, highly rated commercial paper, demand accounts, certificates of deposit, and repurchase agreements. The Authority did not enter into any reverse repurchase agreements during the year ended December 31, 2007. According to management, the Authority is not in violation of any provisions of the Resolution's investment policies.

All securities, other than securities held by the respective trustees for the benefit of the bondholders, are held by the Authority. Investments made with bond proceeds are held by the related trustee in the Authority's name. All investment transactions are recorded on a transaction date basis. As of December 31, 2007, the Authority had the following cash and investments:

New Jersey Turnpike Authority
Notes to Financial Statements (continued)

4. Cash and Investments (continued)

Investment Type	Carrying Value	Cash Account	Investment Maturities	
	December 31, 2007	December 31, 2007	Less than 1 Year	1-5 Years
Commercial Paper	\$ 117,233,832		\$ 117,233,832	
Certificates of Deposit	13,184,556		13,184,556	
Demand Deposit	140,428,757	\$ 140,428,757		
Time Deposit	895		895	
Repurchase Agreements	223,948,071		223,948,071	
U.S. Treasury - State & Local Government Series	12,277,718			\$ 12,277,718
FFCB	10,585,711		10,585,711	
FHLB	334,544,516		329,319,075	5,225,441
FHLMC	31,218,640		27,912,232	3,306,408
FNMA	254,012,906		244,531,162	9,481,744
Total	\$ 1,137,435,602	\$ 140,428,757	\$ 966,715,534	\$ 30,291,311

Interest Rate Risk: As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority's Bond Resolution sets maximum maturity limits for investments and requires that investment maturities are matched to the Authority's liquidity needs.

Credit Risk: The Authority's investment guidelines and policies are designed to protect principal by limiting credit risk. This is accomplished through ratings, and collateral requirements that vary according to the type of investment as defined in the Authority's Bond Resolution. As of December 31, 2007, the Authority held investments in debt instruments of the Federal National Mortgage Association (FNMA), Federal Home Loan Mortgage Corporation (FHLMC), Federal Home Loan Bank (FHLB), and Federal Farm Credit Bank (FFCB), all of which were rated in the highest long-term or short-term ratings category (as applicable) by Standard & Poor's and/or Moody's Investors Service. These ratings were AAA and A-1+ by Standard & Poor's and AAA and P-1 by Moody's for long-term or short-term instruments, respectively. Certificates of Deposits are issued by banks which are rated in one of the two highest rating categories by Moody's and Standard & Poor's. Repurchase Agreements are collateralized obligations rated P-1 or A3 or better by Moody's and A-1 or A or better by Standard & Poor's. Investments securities in the form of commercial paper were rated in the highest long-term and short-term category by at least two major rating agencies, A-1+ by Standard and Poor's and P-1 by Moody's.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

4. Cash and Investments (continued)

Custodial Credit Risk: For investments, custodial credit risk is the risk that in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments that are in the possession of the outside party. Investment securities are exposed to custodial credit risk if the securities are uninsured, are not registered in the name of the Authority, and are held by either the counterparty or the counterparty's trust department or agent but not in the name of the Authority.

The Authority manages custodial credit risk by limiting its investments to highly rated institutions/and or requiring high quality collateral be held by the counterparty in the name of the Authority. At October 31, 2007, the Authority was not exposed to custodial credit risk on its investment securities.

All moneys held under the Bond Resolution shall be continuously and fully secured by pledging, as collateral security, direct obligations of or obligations guaranteed by the United States of America having a market value not less than the amount of such moneys. The Authority's total bank balances were \$159,972,453 at December 31, 2007, all of which was insured by the Federal Deposit Insurance Corporation or collateral held in the Authority's name by the Authority's financial institutions or its agents.

Concentration of Credit Risk: The Authority does not place a formal limit on the amount that it may invest in any one issuer. At December 31, 2007, 34% or \$334,544,516, 25% or \$254,012,906, of the Authority's investments were in FHLB and FNMA, respectively.

The investment policies of the Authority are established in conformity with the Bond Resolution, which defines investment securities to mean any of the following securities legal for investment of the Authority's funds at the time of the purchase thereof:

- (i) Federal Securities, which are (a) any direct and general obligations of, or any obligations guaranteed by, the United States of America, including but not limited to interest obligations of the Resolution Funding Corporation or any successor thereto, (b) any obligations of any state or political subdivision of a state (collectively Municipal Bonds) which Municipal Bonds are fully secured as to principal and interest by an irrevocable pledge of moneys or direct and general obligations of, or obligations guaranteed by, the United States of America, which moneys or obligations are

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

4. Cash and Investments (continued)

segregated in trust and pledged for the benefit of the holders of the Municipal Bonds, and (c) certificates of ownership of the principal or interest of direct and general obligations of, or obligations guaranteed by, the United States of America, which obligations are held in trust by a commercial bank which is a member of the Federal Reserve System.

- (ii) Bonds, debentures, notes or other evidences of indebtedness issued by any agency or instrumentality of the United States to the extent such obligations are guaranteed by the United States or by another such agency the obligations (including guarantees) of which are guaranteed by the United States;
- (iii) Bonds, debentures, notes or other evidences of indebtedness issued by any of the following agencies: Government National Mortgage Association, Federal Land Banks, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Home Loan Banks, Federal Intermediate Credit Banks, Banks for Cooperatives, Tennessee Valley Authority, United States Postal Service, Farmers Home Administration, Export-Import Bank, Federal Financing Bank and Student Loan Marketing Association;
- (iv) Negotiable or non-negotiable certificates of deposit issued by any bank, trust company or national banking association, which certificates of deposit shall be continuously secured or collateralized by obligations described in subparagraphs (i) or (ii) of this definition, which shall have a market value (exclusive of accrued interest) at all times at least equal to the principal amount of such certificates of deposit and shall be lodged with the Trustee, as custodian, by the bank, trust company or national banking association issuing such certificates of deposit;
- (v) Uncollateralized negotiable or non-negotiable certificates of deposit issued by any bank, trust company or national banking association, the unsecured obligations of which are rated in one of the two highest rating categories, without regard to rating sub-categories, by Moody's and S&P;
- (vi) Repurchase agreements collateralized by obligations described in subparagraphs (i), (ii) or (iii) of this definition with any registered broker/dealer subject to the Securities Investors' Protection Corporation jurisdiction, which has an uninsured, unsecured and unguaranteed obligation rated Prime-1 or A3 or better by Moody's and A-1 or A or better by S&P, or any commercial bank with the above ratings, provided:

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

4. Cash and Investments (continued)

- (a) a master repurchase agreement or specific written repurchase agreement governs the transaction, which characterizes the transaction as a purchase and sale of securities,
 - (b) the securities are held free and clear of any lien, by the Trustee or an independent third party acting solely as agent for the Trustee, and such third party is (i) a Federal Reserve Bank, (ii) a bank which is a member of the Federal Deposit Insurance Corporation and which has combined capital, surplus, and undivided profits of not less than \$75,000,000, or (iii) a bank approved in writing for such purpose by each Credit Issuer, if any, and the Trustee shall have received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for the Trustee,
 - (c) a perfected first security interest under the Uniform Commerce Code, or book entry procedures prescribed at 31 CFR 306.1 *et seq.* or 31 CFR 350.0 *et seq.* or a successor provision in such securities is created for the benefit of the Trustee,
 - (d) the repurchase agreement has a term of six months or less, or the Authority will value the collateral securities no less frequently than monthly and will liquidate the collateral securities if any deficiency in the required collateral percentage is not restored within two business days of such valuation,
 - (e) the repurchase agreement matures on or before a debt service payment date (or other appropriate liquidation period), and
 - (f) the fair market value of the securities in relation to the amount of the repurchase obligation is equal to at least 100%,
- (vii) Banker's acceptances, Eurodollar deposits and certificates of deposit (in addition to the certificates of deposit provided for by subparagraphs (iv) and (v) above) of the domestic branches of foreign banks having a capital and surplus of \$1,000,000,000 or more, or any bank or trust company organized under the laws of the United States of America or Canada, or any state or province thereof, having capital and surplus, in the amount of \$1,000,000,000; provided that the aggregate maturity value of all such banker's acceptances and certificates of deposit held at any time as investments of

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

4. Cash and Investments (continued)

funds under this Resolution with respect to any particular bank, trust company, or national association shall not exceed 5% of its capital and surplus; and provided further that any such bank, trust company, or national association shall be rated in one of the two highest rating categories, without regard to rating sub-categories, by both Moody's and S&P;

- (viii) Other obligations of the United States of America or any agency thereof which may then be purchased with funds belonging to the State of New Jersey or which are legal investments for savings banks in the State of New Jersey;
- (ix) Deposits in the New Jersey Cash Management Fund;
- (x) Obligations of any state, commonwealth or possession of the United States or a political subdivision thereof or any agency or instrumentality of such a state, commonwealth, possession or political subdivision, provided that at the time of their purchase such obligations are rated in either of the two highest rating categories by both Moody's and S&P; and
- (xi) Commercial paper with a maturity date not in excess of 270 days rated A-1+ by S&P and P-1 by Moody's at the time of such investment, issued by an entity incorporated under the laws of the United States or any state thereof.

5. Other Liabilities

Included as other liabilities in the accompanying December 31, 2007 statement of assets, liabilities and fund balance is: approximately \$2.6 million of funds to satisfy general and auto liability insurance claims and the workers' compensation reserve for which the Authority is self-insured; approximately \$5 million of funds which are designated to satisfy unemployment insurance claims; approximately \$95.4 million of funds designated for ETC tag deposits and prepayments; and approximately \$10.4 million for other obligations of the Authority, all of which are included as "other liabilities" on the Financial Statements.

Other liabilities in the Construction Fund consist of \$4.8 million for rebate of potential arbitrage.

New Jersey Turnpike Authority
Notes to Financial Statements (continued)

6. Bond Indebtedness

As of December 31, 2007, bond indebtedness consists of the following:

Turnpike Revenue Bonds:	
Series 1991 C, due 1/1/2016 with interest at 6.50%	\$ 102,650,000
Series 1991 D, due 1/1/2018 with interest at 6.19% (under an interest rate swap agreement)	371,000,000
Series 1992 B, due 1/1/2004 to 2012 with yields to maturity at 6.10% to 6.70% (see below)	23,771,124
Series 2000 A, due 1/1/2030 with interest rates at 4.80% to 6.0%	336,815,000
Series 2000 B-G (auction rate bonds), due 1/1/2023 with interest at variable rates not to exceed 10%	400,000,000
Series 2003 A, 4.75% to 5.0% maturing 1/1/2019 through 1/1/2030	788,815,000
Series 2003 B (Federally taxable) 1.15% to 4.252% maturing 1/1/2004 through 1/1/2016	679,970,000
Series 2003 C, 3.4486% (under interest swap agreement) maturing 1/1/2024	500,000,000
Series 2003 D, 3.034% (under interest swap agreement) maturing 1/1/2024	400,000,000
Series 2004 A, 3.150%, maturing January 1, 2035, mandatory tender of January 1, 2010	154,000,000
Series 2004 B, 5.150%, Growth and Income Securities	115,172,730
Series 2004 C-1, 4.50%, maturing January 1, 2031	154,270,000
Series 2004, C-2, 5.50%, maturing January 2, 2025	132,850,000
Series 2005 A, 5.0%, maturing 1/1/2019 through 1/1/2030	409,180,000
Series 2005 B, 4.81%, maturing 1/1/2019	32,500,000
Series 2005 C, 5.0%, maturing 1/1/2030 and 1/1/2035	95,880,000
Series 2005 D, 5.25%, maturing 1/1/2026	208,735,000
	\$ 4,905,608,854

See Note 13 for more information regarding the Authority's auction rate debt.

The Authority has approximately \$9,831,915,000 of bonds outstanding which are secured by investments held by various escrow agents. The escrow accounts are invested in obligations of U.S. Government agencies and are not controlled by the Authority. The bonds are considered extinguished and accordingly, the assets and obligations are not reflected on the financial statements of the Authority.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

6. Bond Indebtedness (continued)

For the Series 1991 D Bonds maturing in 2018, the Series 1992 B Bonds, the Series 2000A (other than the January 1, 2027 maturity), the Series 2000 B-G, the Series 2003 A-D, the Series 2004 A-C and the Series 2005 A-D, principal and interest payments are insured on the stated maturity and interest payment dates through municipal bond insurance.

Interest on all outstanding bond indebtedness, except for capital appreciation bonds, auction rate bonds (see below) and the 2003C variable rate bonds is payable semiannually on each January 1 and July 1. Unless converted to a fixed interest rate, the Series 1991 D Bonds pay interest to bondholders at a variable weekly interest rate (3.4% as of December 31, 2007) subject to a maximum rate of 12 %. Regardless of whether the Series 1991 D bondholders are paid a variable rate or a fixed rate, under an interest rate swap agreement with a financial institution, the Authority will pay interest at a fixed rate of 6.19% for the entire term of the Series 1991 D Bonds.

The Series 1992 B Bonds, which are capital appreciation bonds, were originally issued in the amount of \$30,016,972, and are reported at their accreted value of \$23,771,124 as of December 31, 2007 and mature annually from January 1, 2000 through January 1, 2012 at accreted values aggregating \$70,200,159.

Series 1991 C Bonds in the principal amount of \$102,650,000 are subject to mandatory redemption on January 1, 2012 through January 1, 2016 at 100% of the principal amount plus accrued interest. The Series 1992 B Bonds are not subject to mandatory or optional redemption prior to maturity. If converted to a fixed interest rate, the Series 1991 D Bonds are subject to mandatory redemption on January 1, 2017 and January 1, 2018 at 100% of the principal amount plus accrued interest. The Series 1991 D Bonds are also subject to optional redemption prior to maturity in whole or in part of a redemption price of 100% plus accrued interest.

The Series 2000 A Bonds maturing after January 1, 2014 are subject to redemption prior to maturity on or after January 1, 2010 at the option of the Authority in whole or in part at any time and from time to time. The redemption price is 100% plus accrued interest. The bonds are also subject to mandatory redemption on January 1, 2021 through January 1, 2030 at 100% of the principal amount plus accrued interest.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

6. Bond Indebtedness (continued)

The Series 2000 B-G bonds were issued as auction rate bonds with interest rates not to exceed 10%. The auction date for the Series 2000 B-G Bonds generally occurs every seven days. Interest on the auction rate bonds will accrue for each auction interest period and will be payable in arrears on each succeeding interest payment date. An interest auction period begins on, and includes, an interest payment date and ends on (but excludes) the next succeeding interest payment date. The final interest payment date on the Series B-G Bonds will be January 1, 2030. These auction rate bonds of each Series are subject to redemption prior to maturity at the option of the Authority in whole or in part at redemption price of 100%, plus accrued interest. The bonds are also subject to mandatory redemption on January 1, 2021 through January 1, 2030 at 100% of the principal amount plus accrued interest. The Authority pays a fixed rate of 4.3120% under an interest rate swap agreement, and received 64.459% of 5 year LIBOR.

The Series 2003 A Bonds are subject to redemption prior to maturity on and after July 1, 2013 at the option of the Authority in whole or in part at any time and from time to time. The redemption price is 100% plus accrued interest.

The Series 2003 B Bonds are not subject to optional redemption prior to maturity.

The Series 2003 C Bonds, while bearing interest at a Weekly Interest Rate, are subject to redemption prior to maturity on any Interest Payment Date at the option of the Authority in whole or in part at any time and from time to time. The redemption price is 100% plus accrued interest.

The Series 2003 D Bonds, while bearing interest at an Auction Rate, are subject to redemption prior to maturity on any Interest Payment Date of the option of the Authority in whole or in part at any time and from time to time. The redemption price is 100% plus accrued interest.

The 2003 Series C and D Adjustable Rate Bonds, in the amount of \$500,000,000 and \$400,000,000, respectively, were issued in connection with swap agreements. Under those agreements, the Authority has agreed to pay each counterparty up to and including January 1, 2016, a fixed rate of interest equal to the lesser of (a) 63% of LIBOR plus 0.20% and (b) the actual rate of interest on the Hedged Series 2003 D bonds, which is 3.4486% for Series C and 3.034% for Series D. After January 1, 2016, the floating rate payable by each counterparty is 63% of LIBOR plus 0.20%. The swap agreements terminate on January 1, 2024, unless terminated sooner in accordance with their respective terms.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

6. Bond Indebtedness (continued)

The Series 2004 A Bonds are subject to redemption prior to maturity on and after July 1, 2013 at the option of the Authority in whole or in part at any time and from time to time. The redemption price is 100% plus accrued interest. The bonds are also subject to mandatory redemption on January 1, 2026 through January 1, 2030 at 100% of the principal amount plus accrued interest.

The Series 2004 B Bonds, which are capital appreciation bonds, were originally issued in the amount of \$101,279,755, and are reported at their accreted value of \$115,172,730. The Series 2004 B Bonds are subject to mandatory redemption on January 1, 2012 through January 1, 2016 at 100% of the principal amount plus accrued interest. The bonds are not subject to optional redemption prior to maturity.

The Series 2004 C-1 Bonds are subject to mandatory redemption prior to maturity at the option of the Authority on January 1, 2010 or any date thereafter, at a price of par plus accrued interest to the date of redemption.

The Series 2004 C-2 Bonds are not subject to redemption prior to maturity.

The Series 2005 A Bonds maturing on January 1 in the years 2026 through 2030 are not subject to optional redemption prior to maturity. The bonds maturing in 2019 through 2025 are subject to redemption prior to maturity on or after January 1, 2015, at the option of the Authority, at the redemption price of 100% plus accrued interest.

The Series 2005 B Bonds are not subject to optional redemption prior to maturity.

The Series 2005 C Bonds are subject to redemption prior to maturity on and after January 1, 2015, at the option of the Authority, at a redemption price of 100%, plus accrued interest. The Series 2005 C Bonds maturing on January 1, 2030 and 2035, respectively, are subject to mandatory redemption prior to maturity, at a redemption price of 100% plus accrued interest.

The Series 2005 D Bonds are not subject to optional redemption prior to maturity.

All bonds outstanding under the Bond Resolution, together with amounts owed under the interest rate swap agreements, are secured on a parity by a pledge of net revenues of the Authority senior in priority to any other Authority obligations secured by such net revenues. The off-balance sheet

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

6. Bond Indebtedness (continued)

risk associated with the interest rate swap agreements are termination payments. These payments, which under certain circumstances could be substantial amounts, would be required to be made by the Authority, if the Authority opted to cancel any of the agreements. These termination payments are not included in the accompanying statement of assets, liabilities and fund balances as of December 31, 2007 as the Authority does not intend to terminate any of the agreements at this time.

In accordance with the Bond Resolution, the Authority, to meet the Debt Reserve Requirement (see Note 2), may maintain a surety bond or insurance policy payable to the Trustee in lieu of required deposits in the Debt Reserve Fund. As of December 31, 2007, the Authority maintained insurance policies with a face amount of \$4,290,669,256 and surety bonds with a payment limit of \$319,617,360.

The following table sets forth as of December 31, 2007, payments of principal (through sinking fund installments) and interest to be made to the Debt Service Fund from the Revenue Fund on all outstanding bonds of the Authority for the next five years and thereafter. The table excludes the funds deposited in 2007 to the Debt Service Fund to provide the January 1, 2008 sinking fund payments amounting to \$76,460,000.

	Principal	Interest	Total
2008	\$ 80,336,088	\$ 218,528,587	\$ 298,864,675
2009	104,195,012	214,505,342	318,700,354
2010	108,170,012	211,905,523	320,075,535
2011	119,635,012	205,750,979	325,385,991
2012	132,975,000	200,373,054	333,348,054
2013-2017	906,327,975	921,706,529	1,828,034,504
2018-2022	1,348,330,000	666,836,205	2,015,166,205
2023-2027	1,246,535,000	369,348,927	1,615,883,927
2028-2032	587,759,839	179,542,326	767,302,165
2033-2034	194,884,916	46,068,246	240,953,162
	<u>\$4,829,148,854</u>	<u>\$3,234,565,718</u>	<u>\$8,063,714,572</u>

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

6. Bond Indebtedness (continued)

The Authority has covenanted that it will charge and collect such tolls and other charges as shall be required in order that in each calendar year Net Revenue (as defined) shall at least equal the greater of (1) the sum of the aggregate debt service on all outstanding bonds, maintenance reserve payments, and special project reserve payments and payments, if any, to the charges fund for each calendar year; or (2) 1.20 times the sum of the aggregate debt service on all outstanding bonds, for each calendar year. Net revenue was sufficient to satisfy the most restrictive toll covenant requirements for 2007.

For the year ended December 31, 2007, interest expense was comprised of the following:

Turnpike Revenue Bonds, Series 1991 C	\$ 6,672,250
Turnpike Revenue Bonds, Series 1991 D	22,964,900
Turnpike Revenue Bonds, Series 2000 A	19,303,213
Turnpike Revenue Bonds, Series 2000 B - G	17,723,000
Turnpike Revenue Bonds, Series 2003 A	39,223,563
Turnpike Revenue Bonds, Series 2003 B	27,996,170
Turnpike Revenue Bonds, Series 2003 C	17,524,857
Turnpike Revenue Bonds, Series 2003 D	12,286,688
Turnpike Revenue Bonds, Series 2004 A	4,851,000
Turnpike Revenue Bonds, Series 2004 C	14,880,100
Turnpike Revenue Bonds, Series 2005 A	20,893,125
Turnpike Revenue Bonds, Series 2005 B	1,563,250
Turnpike Revenue Bonds, Series 2005 C	4,794,000
Turnpike Revenue Bonds, Series 2005 D	10,177,602
	<hr/>
	\$ 220,853,718
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New Jersey Turnpike Authority

Notes to Financial Statements (continued)

7. Interest Rate Exchange Contracts (SWAPS)

The Authority records interest rate exchange contracts pursuant to the settlement method of accounting whereby cash paid or received under the terms of the swap is charged or credited to the related interest expense account for the purpose of managing interest rate exposure. Each swap transaction involves the exchange of fixed and variable rate interest payments obligations with respect to an agreed upon nominal principal amount called a notional amount.

The Authority entered into fifteen pay-fixed, receive-variable interest rate swaps on a forward basis and one floating rate interest rate swap in order to protect against the potential of rising interest rates between the execution date and the effective date and to preserve the net present value savings of the bond refunding associated with each swap transaction. The notional amount of the swaps matches the principal amount of the associated debt. The Authority's swap agreements contain scheduled reductions to outstanding notional amounts to approximately follow scheduled reductions of the associated debt. The terms, including the fair values and credit ratings of the outstanding swaps as of December 31, 2007, are as follows:

Swap Agreement	Associated Debt	Notional Amount	Execution/Trade Date	Effective Date	Fixed Rate Paid	Variable Rate Received	Fair Value	Swap Termination Date	Counterparty	Counterparty Credit Ratings (a)
1991 D	\$371,000,000	\$371,000,000	11/22/1991	12/18/1991	6.1900%	(b)	(\$101,633,186)	1/1/2018	AIG Financial Products Corp.	AA/Aa2/AA
2003 C-1	\$225,000,000	\$225,000,000	5/9/2003	7/9/2003	3.4486%	(c)	(\$5,012,505)	1/1/2024	UBS AG	AA/AAA/AA
2003 C-2	\$225,000,000	\$225,000,000	5/9/2003	7/9/2003	3.4486%	(c)	(\$4,883,665)	1/1/2024	Morgan Stanley Capital Services	AA-/Aa3/AA-
2003 C-3	\$50,000,000	\$50,000,000	5/9/2003	7/9/2003	3.4486%	(c)	(\$1,250,730)	1/1/2024	Citibank, N.A.	AA/AAA1/AA+
2003 D-1	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$772,222	1/1/2024	Morgan Stanley Capital Services	AA-/Aa3/AA-
2003 D-2	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$772,394	1/1/2024	Morgan Stanley Capital Services	AA-/Aa3/AA-
2003 D-3	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$772,543	1/1/2024	Morgan Stanley Capital Services	AA-/Aa3/AA-
2003 D-4	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$772,311	1/1/2024	Morgan Stanley Capital Services	AA-/Aa3/AA-
2003 D-5	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$762,669	1/1/2024	UBS AG	AA/AAA/AA
2003 D-6	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$748,230	1/1/2024	UBS AG	AA/AAA/AA
2003 D-7	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$760,630	1/1/2024	UBS AG	AA/AAA/AA
2003 D-8	\$43,750,000	\$43,750,000	6/13/2003	7/9/2003	3.0340%	(c)	\$760,677	1/1/2024	UBS AG	AA/AAA/AA
2003 D-9	\$50,000,000	\$50,000,000	6/13/2003	7/9/2003	3.0340%	(c)	\$722,693	1/1/2024	Citibank, N.A.	AA/AAA1/AA+
2000 B-G	\$240,000,000	\$240,000,000	7/21/2004	1/1/2007	4.3120%	(d)	(\$23,725,278)	1/1/2030	Morgan Stanley Capital Services	AA-/Aa3/AA-
2000 B-G	\$160,000,000	\$160,000,000	7/21/2004	1/1/2007	4.3120%	(d)	(\$15,609,452)	1/1/2030	UBS AG	AA/AAA/AA
1991D	\$371,000,000	\$371,000,000	8/24/2006	1/1/2007	(e)	(f)	(\$458,932)	1/1/2018	Morgan Stanley Capital Services	AA-/Aa3/AA-

(a) Ratings supplied by Standard & Poor's/Moody's/Fitch Ratings.

(b) Bond Rate as determined by remarketing agent.

(c) From Effective Date to 1/1/2016, lesser of weighted average 63% USD-LIBOR-BBA plus 20 bps. or weighted average Bond Rate; after 1/1/2016, weighted average 63% USD-LIBOR-BBA plus 20 bps.

(d) Weighted average 70% USD-LIBOR-BBA.

(e) NJTA pays floating rate equal to USD-BMA Municipal Swap Index, not fixed rate.

(f) From Effective Date to 1/1/09 the greater of 86.815% of USD-BMA-Swap Rate and USD BMA Municipal Swap Index in either case with a 5 year maturity; after 1/1/09 86.815% of USD-BMA-Swap Rate with a 5 year maturity.

Note: AIG Fair Value based on AIG's choice of 65% USD-LIBOR-BBA or 92% BMA Index.

New Jersey Turnpike Authority
Notes to Financial Statements (continued)

7. Interest Rate Exchange Contracts (SWAPS) (continued)

Fair Value

Because interest rates have declined since the execution date of certain swap agreements, seven swaps had a negative fair value as of December 31, 2007, while nine have a positive fair value. The negative fair values may be countered by reductions in total interest payments under the variable rate obligations, creating lower synthetic interest rates. Because interest rates on the swaps are reset either on a weekly or 35 day basis, thereby reflecting market interest rates, the obligations do not have corresponding fair value increases. The fair values of the swaps were estimated using the zero coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipates future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swaps.

Credit Risk

As of December 31, 2007, the Authority was exposed to credit risk on those swaps with positive fair values totaling \$6,844,769. It is not exposed to credit risk on those outstanding swaps which had a negative fair value. However, should interest rates change and the fair values of the swaps become positive, the Authority would be exposed to credit risk in the amount of the swaps' fair value.

All of the swap agreements provide each party the right to set-off, counterclaim, or withhold payment upon and during the continuation of an event of default by the other party until the event of default is remedied, and, in addition, an early termination date may be designated if an event of default occurs. The Authority's sixteen swap transactions currently outstanding are with four different counterparties. These counterparties are rated AA-/Aa3/AA- to AA/AAA/AA.

Basis Risk

The Authority's interest payments on the associated debt are equivalent to the weekly or 35 day variable market rates set by the remarketing agent or the auction agent. The Authority receives a variable rate payment based on an index other than the weekly or 35 day market or auction rates on each swap and would be exposed to basis risk should the relationship between the actual rate and the swap rate index differ. To the degree these rates differ, expected cost savings may not be realized. As of December 31, 2007, the variable market rates were and corresponding swap indexes are shown below:

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

7. Interest Rate Exchange Contracts (SWAPS) (continued)

Basis Risk						
Swap Agreement	Reset	Bond Rate as of 12/31/07	LIBOR Swap Rate Index as of 12/31/07	Adjusted LIBOR Swap Rate Index as of 12/31/07	Basis Risk Variable Rate Received	
1991 D	7-Day	3.4000%	N/A	N/A	3.4000%	
2003 C-1	7-Day	3.3500%	4.8550%	3.2587%	3.2587%	
2003 C-2	7-Day	3.3500%	4.8550%	3.2587%	3.2587%	
2003 C-3	7-Day	3.3500%	4.8550%	3.2587%	3.2587%	
2003 D-1	7-Day	3.7500%	4.8550%	3.2587%	3.2587%	
2003 D-2	35-Day	4.0000%	4.8550%	3.2587%	3.2587%	
2003 D-3	7-Day	3.6500%	4.8550%	3.2587%	3.2587%	
2003 D-4	35-Day	3.7500%	4.8550%	3.2587%	3.2587%	
2003 D-5	7-Day	3.5000%	4.8550%	3.2587%	3.2587%	
2003 D-6	35-Day	4.1500%	4.8550%	3.2587%	3.2587%	
2003 D-7	7-Day	3.6000%	4.8550%	3.2587%	3.2587%	
2003 D-8	35-Day	3.7500%	4.8550%	3.2587%	3.2587%	
2003 D-9	35-Day	3.4000%	4.8550%	3.2587%	3.2587%	
2000 B	7-Day	3.9000%	4.4000%	2.8362%	2.8362%	
2000C	7-Day	3.9500%	4.4000%	2.8362%	2.8362%	
2000D	7-Day	4.0000%	4.4000%	2.8362%	2.8362%	
2000E	7-Day	3.6000%	4.4000%	2.8362%	2.8362%	
2000F	7-Day	4.0000%	4.4000%	2.8362%	2.8362%	
2000G	7-Day	4.0000%	4.4000%	2.8362%	2.8362%	

Termination Risk

The Authority or the counterparty may terminate any of the swaps if the other party fails to perform under the terms of the agreement. If any of the swaps are terminated, the associated variable rate debt will no longer carry synthetic fixed interest rates. Also, if at the time of termination the counterparty suffers a loss, the Authority would be liable to the counterparty for a payment calculated pursuant to the agreement with respect to such loss.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

8. Pension and Deferred Compensation

Permanent full-time employees of the Authority are covered by the Public Employee's Retirement System of the State of New Jersey (PERS), a cost sharing, multiple employer public retirement system. The payroll subject to pension for the Authority's employees covered by PERS was \$161,818,254 for the year ended December 31, 2007. The Authority's total payroll for the year ended December 31, 2007, was \$193,468,466.

All Authority permanent full-time employees are required as a condition of employment to be members of PERS. A member may retire on a service retirement allowance as early as age 60; no minimum service requirement must be established. The formula for benefits is an annual allowance in the amount equal to years of service, divided by 55, times the final average salary. Final average salary means the average of the salaries (excluding overtime) received by the member for the last three years of creditable membership service preceding retirement or the highest three fiscal years of membership service, whichever provides the largest benefit. Benefits fully vest on reaching 10 years of service. Employees with 25 years of service may retire at or after age 55 with full retirement benefits. The system also provides death and disability benefits. Benefits are established by State statute.

Covered Authority employees are required by PERS to contribute a percentage of their salary. The Authority is required by State statute to contribute the remaining amounts necessary to pay benefits when due. The amount of the Authority's contribution is certified each year by PERS on the recommendation of the actuary who makes an annual actuarial valuation. The valuation is a determination of the financial condition of the retirement system. It includes the computation of the present dollar value of benefits payable to former and present members and the present dollar value of future employer and employee contributions, giving effect to mortality among active and retired members and also to the rates of disability, retirement, withdrawal, former service, salary and interest. The combined contribution requirement for the year ended December 31, 2007, was \$13,987,687. This consisted of employees' contributions of \$8,500,132 and employer's contribution of \$5,487,555 for the year ended December 31, 2007. Effective July 1, 2007, the percentage of employee's contribution rate as a percentage of covered payroll increased from 5% to 5.5%.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

8. Pension and Deferred Compensation (continued)

In addition to providing pension benefits, the Authority self-insures certain health care benefits for both active and retired employees, as follows:

- Turnpike employees must have 5 years of service with the Authority and be eligible for a PERS retirement in order to receive retiree benefits. Individual benefits vary based upon class of employment and the applicable collective bargaining agreement in effect at the time of retirement.
- Former Highway Authority employees hired prior to July 1, 1996, must have 10 years of service and be eligible for a PERS retirement to be eligible for continuing health benefits. An employee hired post July 1, 1996, must have 25 years of service to be eligible for health benefits. In some cases, employees eligible under the State service requirement of age 62 with at least 15 years of service may also qualify.

The Authority provided approximately \$53,100,995 for the estimated cost of these benefits which includes the Authority's costs for the entire year. The cost of providing those benefits for 1701 retirees for the year ended December 31, 2007, is not separable from the cost of providing benefits for the 2400 active employees in 2007.

In 1980, the Authority established the Employees Deferred Compensation Plan. All permanent employees are eligible to participate in the plan, which permits participants to defer annually a portion of their salary. The Authority does not make any contributions to the plan.

9. Commitments and Contingent Liabilities

Under the terms of an agreement dated April 27, 1984 and amendments dated August 1, 1995 and March 27, 2000, the Authority agreed to make annual payments to the State of New Jersey to assist in transportation purposes. These payments are \$22 million annually and are due until all obligations of the New Jersey Transportation Trust Fund Authority, as set forth in the 2000 Amendment, are paid for or such payment has been provided for. The payments are made from the General Reserve Fund and are subordinate to debt service payments under all outstanding bonds.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

9. Commitments and Contingent Liabilities (continued)

In April 2002 the Authority's Commissioners approved the execution of an Interagency Agreement with the (former) Highway Authority whereby the Turnpike Authority would provide a portion of the monies required to construct a new bridge over the Raritan River. One provision of that agreement provides that for the State's fiscal years 2004-05 and 2005-06, the amounts otherwise payable to the State for those periods could be used to fund the construction of this bridge. The Authority resumed payments to the State in the 3rd and 4th quarters of 2006, with total payments to the State during 2006 of \$11 million. In 2007, the Authority resumed its regular \$22 million payment to the state.

The Authority is committed under Construction Fund contracts to complete over the next several years projects totaling approximately \$265,171,889 as of December 31, 2007.

10. Litigation

The Authority continues to defend lawsuits filed by individuals alleging, among other charges, discriminatory actions, assault and/or negligence by New Jersey State Troopers on duty on the New Jersey Turnpike and Garden State Parkway (the Roadways). The Authority is defending each case vigorously and has asserted that it has no liability. The Authority's agreements with the State of New Jersey for provision of law enforcement services on the Roadways require the Authority to defend and indemnify such State Troopers, the State Police and the State under certain circumstances. In the event the Authority is found ultimately to be liable, the Authority believes that its substantial insurance coverage over and above its self-insured retention of \$2,000,000 will cover such liability and, further, that any payments in regard to any portions that are not covered by insurance would not materially adversely affect the operations of the Authority. The Authority also reserves the right to withdraw its indemnification obligations should facts ultimately demonstrate that the subject State Trooper(s) is not entitled to indemnification by the Authority (for example, in a case where the State Trooper acted outside the scope of his employment in using excessive force).

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

10. Litigation (continued)

The New Jersey Supreme Court has ruled that the Township of Holmdel has the right to assess and impose real property taxes on the Garden State Arts Center Complex solely with respect to the Robert B. Meyner Center catering facility. The Supreme Court determined that the remainder of the facility, including the amphitheater, parking lots and grounds, are exempt from real property taxation. The Supreme Court remanded the case back to the Tax Court solely for a determination as to the proper tax assessment of the Reception Center, and that case remains pending before the Tax Court. The parties are currently engaging in discovery and having expert appraisal reports prepared.

The Internal Revenue Service (the IRS) selected the New Jersey Highway Authority's \$422,700,000 Senior Parkway Revenue Refunding Bonds, 1992 Series (the 1992 Bonds) for examination. As the successor agency to the Highway Authority, the New Jersey Turnpike Authority has assumed the obligations of the issuer.

In October 2007, the IRS made a preliminary determination that interest paid to the bondholders on 1992 New Jersey Highway Authority bonds is not excludable from gross income. The IRS asserts that the fair market value of a Forward Purchase and Assignment Agreement exceeds the amount of the upfront interest payment received by the Highway Authority. In addition, the IRS concluded that the escrow yield on the advance refunding escrow is materially higher than the yield on the 1992 Bonds making them arbitrage bonds whose interest should not be excluded from the gross income of the bondholders. Of the original \$422,700,000 original amount of the bonds, \$53,465,000 remains outstanding consisting of the term bond maturing January 1, 1010.

The New Jersey Turnpike Authority is working with the IRS to successfully resolve this matter.

11. Garden State Arts Center

One of the results of consolidation with the Highway Authority was the acquisition of the PNC Bank Arts Center, an outdoor amphitheater and entertainment facility located in Holmdel, New Jersey. Prior to December 21, 2004, the Arts Center was not part of the Turnpike system, and as such, revenues were not pledged revenues under the Bond Resolution; similarly, expenses were not operating expenses for the purposes of the Resolution. Effective December 21, 2004, the Arts Center became a part of the Turnpike System for purposes of the Resolution, the revenues thereafter received by the Turnpike Authority from the Arts Center (other than revenues received pursuant to the Naming Agreement) will be Pledged Revenues under the Resolution, and the expense, if any, incurred by the Turnpike Authority in connection with the operations of the Art

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

11. Garden State Arts Center (continued)

Center will be operating expenses of the Turnpike System for purposes of the Resolution. The facility generates revenue in the form of naming and marketing rights (from PNC Bank) and in the form of lease payments from the facility tenant (Clear Channel Entertainment). These amounts, and the expenses incurred in the generation of same, are included in the Turnpike's financial statements.

12. Self-Insurance

The New Jersey Turnpike Authority maintains a comprehensive insurance program, which affords various coverages including but not limited to, Umbrella Liability, Excess Workers Compensation, and Major Bridge/Property Insurance. Each coverage is subject to self-insured retentions or deductibles ranging from \$25,000 to \$2,000,000 per occurrence or claim as applicable. Employee medical benefits are self-insured with claims administration by Horizon Blue Cross/Blue Shield of New Jersey and CIGNA Healthcare. The Authority retains Stop Loss coverage for all self-funded medical plans, administered by Horizon BCBSNJ and CIGNA Healthcare. The coverage is "specific stop loss coverage", which means that the coverage applies to each claim individually. The attachment point for each claim is \$300,000 per benefit year. Employee Workers' Compensation coverage is self-insured with claims administration by Inservco Insurance Services.

The Umbrella Liability Insurance includes a self-insured retention of \$2,000,000 per occurrence whereas the Excess Workers Compensation Insurance is subject to a \$750,000 self-insured retention per occurrence and \$750,000 applicable for each person by injury. The Major Bridge/Property Insurance coverages provide insurance for the Turnpike's operations and are subject to a deductible of \$2,000,000 per occurrence with lower sub-deductibles on Other Property and Time Element coverages. The Garden State Parkway Bridge Program includes a \$2,000,000 deductible per occurrence on all bridges and similar sub-deductibles on the all other property non-bridge program and coverages. Each of these programs affords limits of liability and amounts of insurance in excess of such self-insured retentions and/or deductibles to protect the Authority against losses resulting from Third Party Liability, Workers Compensation and Employers Liability and direct damage claims.

Other coverages such as Public Officials Liability, Employment Practice Liability, Crime Insurance, and Owner Controlled Insurance Programs for constructions projects all contain similar self-insured retention and/or deductibles.

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

13. Subsequent Events

Proposed Toll Road Plan

In January 2008, Governor Jon Corzine proposed a plan to raise capital for the payment of a portion of the State's outstanding debt, and fund both toll road and Transportation Trust Fund capital programs. The plan would require the creation of a private management corporation that would raise the required capital through debt issuance and the assumption of the Atlantic City Expressway. As presented to the State Legislature, tolls would increase each year at the rate of the consumer price index and increase 50% in 2010 and every four years thereafter through 2022. The toll increases are expected to support the issuance of \$37 billion in debt.

Under the Plan, the New Jersey Turnpike Authority would remain the owner of the toll roads and other assets, but would contract the management and operation of the system to a newly created Public Benefit Corporation (PBC). Generally, the functions and employees of the current NJTA would be transferred to the PBC, which as a private corporation would be independent of political considerations.

Supported by the toll increases, the \$37 billion in bonds issued by the PBC would defease \$5.7 billion in existing toll road debt and provide additional funds for capital maintenance, including the widening of the roads. It will also defease \$11.9 billion, or half, of the State's outstanding debt, \$9.2 billion of the Transportation Trust Fund's outstanding debt and \$1.35 billion of Garden State Preservation Trust Fund's outstanding debt. In addition, the plan would produce \$1.45 billion in additional funds to be used for the Transportation Trust Fund capital program.

The proposal is currently being considered by the State Legislature whose approval is required.

Auction Rate Debt

At December 31, 2007, the Authority has \$1.671 billion of short term floating rate debt outstanding which carry bond insurance from entities that were rated AAA at the time of original bond issuance. Of this amount, \$800 million (Series 2000B-G and 2003D) are in Auction Rate Securities (ARS). These are Series 2000 B-G and Series 2003 D. In addition \$871 million (Series 1991D and Series 2003C) are in Variable Rate Demand Notes (VRDN). As an outgrowth of the sub-prime mortgage collapse in the fall of 2007, virtually all of the major bond insurers were determined to be undercapitalized by the bond rating agencies, threatening their AAA

New Jersey Turnpike Authority

Notes to Financial Statements (continued)

13. Subsequent Events (continued)

ratings. In 2008, two bond insurers, XL Capital and FGIC, have been downgraded to A3 from AAA (Moody's) which automatically resulted in a change in the insured bond rating on \$371 million (Series 1991D) of Authority VRDN's and \$131.25 million (Series 2003 D3, D and D7) of ARS's to A3 as well. This, combined with other capital adequacy pressures weighing on broker/dealers, forced the broker/dealers to stop bidding on Auction Rate Securities, including the Authority's \$800 million (Series 2000B-G and Series 2003D) worth, causing the weekly and thirty-five day auctions to fail. Auctions have failed even on securities whose bond insurer has not been downgraded. When the auctions fail, the interest rate for the Authority's securities goes to a penalty rate equal to 175% of 30 day LIBOR, which is currently around 5.5%. The bond insurer downgrade has also affected the Authority's \$371 million (1991D) interest rate swap with AIG, which has elected to price their leg of the swap at the Alternate Rate as determined in the swap agreement, resulting in a lower net payment to the Authority. Overall, the Authority's Variable Rate Demand Notes have seen only minor changes in pricing. The Authority has prepared a Plan of Finance to mitigate these problems which was approved by the Board of Commissioners on March 11, 2008.

Supplemental Information

New Jersey Turnpike Authority

Schedule of Investments

December 31, 2007

	Interest Rate	Maturity	Par Value	Carrying Value
Reserve Fund:				
Federal Agency Discount Notes	1.25-5.08%	1/2/08-2/1/08	\$ 68,601,000	\$ 68,173,454
Commercial Paper	4.65-5.14%	1/2/08-2/29/08	25,000,000	24,616,004
Certificates of Deposit	4.45-5.4%	3/18/08-12/12/08	13,000,000	13,000,000
Repurchase Agreements	3.25-4.25%	1/4/08-1/7/08	19,874,000	19,874,000
Cash Balance in investment account			895	895
Premium/Discount on Notes				1,445
Accrued Interest				868,407
			126,475,895	126,534,205
Construction Fund:				
Federal Agency Discount Notes	1.25-4.24%	1/2/08-2/15/08	235,600,000	234,842,317
Federal Agency Notes (Coupons)	2.63-5.75%	1/15/08-4/15/09	101,935,000	101,935,000
Commercial Paper	4.55-4.84%	1/10/08-3/14/08	92,752,431	92,048,370
Repurchase Agreements	3.90-4.02%	1/7/08-1/10/08	82,000,000	82,000,000
Premium/Discount on Notes				76,652
Accrued Interest				1,819,688
			512,287,431	512,722,027
Maintenance Reserve Fund:				
Federal Agency Discount Notes	3.2-4.16%	1/3/08-1/7/08	31,515,000	31,492,820
Accrued Interest			-	7,943
			31,515,000	31,500,763
Special Project Reserve Fund:				
Repurchase Agreements	3.90-4.00%	1/7/08-1/14/08	25,000,000	25,000,000
Accrued Interest			-	7,170
			25,000,000	25,007,170
General Reserve Fund:				
Federal Agency Discount Notes	4.15%	1/11/2008	27,078,000	26,999,963
Repurchase Agreements	3.25-4.00%	1/2/08-1/4/08	97,000,000	97,000,000
Accrued Interest			-	76,305
			124,078,000	124,076,268
Charges Fund:				
Federal Agency Discount Notes	3.00%	1/2/2008	1,105,000	1,104,816
Accrued Interest				92
			1,105,000	1,104,908
Debt Service Fund:				
Federal Agency Discount Notes	2.95-5.04%	1/2/08-1/7/08	163,804,000	161,953,660
Federal Agency Notes (Coupons)	3.99%	1/3/2011	12,039,170	12,039,170
Accrued Interest			-	2,068,674
			175,843,170	176,061,504
Total investments			\$ 996,304,496	\$ 997,006,845

New Jersey Turnpike Authority

Schedule of Cash Receipts and Disbursements

For the Twelve Months Ended December 31, 2007

	Revenue Fund	Construction Fund	Maintenance Reserve Fund	Special Project Reserve Fund	General Reserve Fund	Charges Fund	Debt Service Fund	Total
Beginning Cash - December 31, 2006	\$ 57,548,352	\$ 19,493,446	\$ 1,034,052	\$ 3,627,570	\$ 4,708,223	\$ 1,700	\$ 118,053	\$ 86,531,396
Revenues	846,122,455		1,911,959	1,646,197	8,009,253	48,576	5,532,198	863,270,638
Construction investment interest		30,729,484						30,729,484
Transfers from Revenue Fund	(94,556,203)	-	60,830,000	26,000,000	2,476,203	5,250,000	-	-
Net change in investments	582,956	171,431,537	(5,470,609)	5,519,044	104,010,601	(327,010)	20,850,502	296,597,021
Net change in receivables	1,683,294	(3,261,376)	-	23,815	(918,586)	-	-	(2,472,853)
Net change in Cost of investment in facilities	-	(197,094,755)	-	-	-	-	-	(197,094,755)
Net change in inventory	(5,368,635)	-	-	-	-	-	-	(5,368,635)
Net change in other assets	(208,001)	1,685,000	-	-	-	-	-	1,476,999
Transfers of funds, net	19,200,702	(865,881)	426,567	(1,989,086)	10,738,809	(242)	(27,510,869)	-
Interfund transfer of earnings on investments	17,148,183		(1,911,959)	(1,646,197)	(8,009,253)	(48,576)	(5,532,198)	-
Current year retired debt		(68,570,000)						(68,570,000)
Current year acquired debt	-	-						-
Operating disbursements	(471,400,717)	-	(59,492,402)	(24,362,715)	(71,218,046)	(5,016,271)	-	(631,490,151)
Sinking Fund Payment	-	68,570,000	-	-	-	-	(68,570,000)	-
Sinking Fund Transfer	(76,460,000)	-	-	-	-	-	76,460,000	-
Transfers to fund bond interest expense	(220,853,718)	-	-	-	-	-	220,853,718	-
Bond Interest Expense	-	-	-	-	-	-	(220,853,718)	(220,853,718)
Required payment to the State of New Jersey					(22,000,000)			(22,000,000)
Net change in current liabilities	(8,778,511)	8,024,562	4,488,476	(4,057,327)	11,137,908	93,512	(1,235,289)	9,673,331
	7,111,805	10,648,571	782,032	1,133,731	34,226,889	(11)	(5,656)	53,897,361
Ending Cash - December 31, 2007	\$ 64,660,157	\$ 30,142,017	\$ 1,816,084	\$ 4,761,301	\$ 38,935,112	\$ 1,689	\$ 112,397	\$ 140,428,757

	Cash Balance	Market Value of Securities Pledged to Secure Deposits
Cash Balances:		
Toll collection and other imprest funds	\$ 299,063	\$ -
Bank of America	16,926,421	62,687,719
Wachovia	68,738,889	64,637,407
Bank of New York, N.A.	382,560	107,293
Chase	53,487,824	55,221,624
Commerce	200,000	1,479,915
Citibank	394,000	-
	\$ 140,428,757	\$ 184,133,958

New Jersey Turnpike Authority

Schedule of Bond Indebtedness

December 31, 2007

	Original Amount Authorized and Issued	Refunded or Acquired and Canceled in Prior Year(s)	Mandatory Redemption/ Sinking Fund Installments	Accretion of Capital Appreciation Bonds	Amount Outstanding December 31, 2007
Turnpike revenue bonds:					
Series A, 4.75% (1966 issue), maturing January 1, 2006	\$ 179,000,000	\$ (179,000,000)	\$ -	\$ -	\$ -
Series A, 5.12% (1968 issue), maturing January 1, 2008	75,000,000	(75,000,000)	-	-	-
Series C, 5.20% (1968 issue), maturing January 1, 2008	125,000,000	(125,000,000)	-	-	-
Series D, 5.75% (1969 issue), maturing January 1, 2008	60,000,000	(60,000,000)	-	-	-
Series E, 5.87% (1969 issue), maturing January 1, 2008	40,000,000	(40,000,000)	-	-	-
Series F, 7.00% (1969 issue), maturing January 1, 2009	137,000,000	(137,000,000)	-	-	-
Series G, 5.75% (1972 issue), maturing January 1, 2009	155,100,000	(155,100,000)	-	-	-
	771,100,000	(771,100,000)	-	-	-
Turnpike improvement revenue bonds:					
First series, 5.70% (1973 issue), maturing May 1, 2013	210,000,000	(210,000,000)	-	-	-
General revenue bonds:					
Turnpike revenue bonds (1950 issue), 3.25%, matured January 1, 1985	220,000,000	(220,000,000)	-	-	-
Turnpike revenue bonds (1951 issue), 3.20%, matured January 1, 1986	35,000,000	(35,000,000)	-	-	-
	255,000,000	(255,000,000)	-	-	-
Second series revenue bonds	211,200,000	(211,200,000)	-	-	-
Turnpike notes:					
Series A, 4.62% (1971 issue), matured January 1, 1975	125,500,000	(125,500,000)	-	-	-
Turnpike system revenue bonds:					
First series, 6.00% (refunding issue), maturing January 1, 2014	202,415,000	(202,415,000)	-	-	-
Turnpike revenue bonds:					
1984 Series, 6.75% to 12%, maturing January 1, 2003 through January 1, 2014	501,825,000	(501,825,000)	-	-	-
Turnpike revenue bonds:					
1985 series, bi-modal multi-term format (BMTF):					
Mode 1 (tender dates ranging from one week to July 2, 1990)	2,000,000,000	(2,000,000,000)	-	-	-
Mode A (tender dates ranging from one week to January 1, 2018)	1,000,000	(1,000,000)	-	-	-
	2,001,000,000	(2,001,000,000)	-	-	-
1985 series, Mode A, 7.20% maturing January 1, 2018	2,000,000,000	(2,000,000,000)	-	-	-
Parkway revenue bonds:					
Series 1986, Term bonds 5.50% maturing January 1, 2015 through January 1, 2016	35,435,000	(35,435,000)	-	-	-
Series 1992, Serial bonds 5.70% to 6.15% maturing January 1, 2003 through January 1, 2007	32,445,000	(32,445,000)	-	-	-
Series 1992, Term bonds 5.75% to 6.25% maturing January 1, 2010 through January 1, 2019	73,390,000	(73,390,000)	-	-	-
Series 1993, Serial bonds 4.60% to 5.20% maturing January 1, 2003 through January 1, 2009	47,115,000	(47,115,000)	-	-	-
Series 1999, Serial bonds 4.30% to 5.75% maturing January 1, 2003 through January 1, 2019	76,070,000	(76,070,000)	-	-	-
Series 1999, Term bonds 5.625% maturing January 1, 2030	43,445,000	(43,445,000)	-	-	-
Series 2001, Serial bonds 5.00% to 5.50% maturing January 1, 2006 through January 1, 2019	243,080,000	(243,080,000)	-	-	-
Series 2003, Subordinated Revenue Bonds Serial Bonds at variable rates, maturing January 1, 2019 through January 1, 2024	115,000,000	(115,000,000)	-	-	-
	\$ 6,944,020,000	\$ (6,944,020,000)	\$ -	\$ -	\$ -

New Jersey Turnpike Authority

Schedule of Bond Indebtedness (continued)

December 31, 2007

	Original Amount Authorized and Issued	Refunded or Acquired and Canceled in Prior Year(s)	Mandatory Redemption/ Sinking Fund Installments	Accretion of Capital Appreciation Bonds	Amount Outstanding December 31, 2007
Turnpike revenue bonds:					
Series 1991 A, 5.25% to 6.90%, maturing January 1, 1994 through 2003, January 1, 2008 and January 1, 2014	\$ 423,205,000	\$ (175,260,000)	\$ (247,945,000)	\$ —	\$ —
Series 1991 B, 4.45% to 5.25%, maturing January 1, 1994 and January 1, 1995	79,340,000	—	(79,340,000)	—	—
Series 1991 C, 4.80% to 6.50%, maturing January 1, 1994 through 2011, January 1, 2013 and January 1, 2016.	1,247,850,000	(1,126,695,000)	(18,505,000)	—	102,650,000
Series 1991 D, (interest at 6.19% under an interest rate swap agreement) maturing January 1, 2018	371,000,000	—	—	—	371,000,000
Series 1992 A, 4.80% to 6.20%, maturing January 1, 1996 through 2006, January 2012 and January 1, 2018	741,110,000	(468,430,000)	(272,680,000)	—	—
Series 1992 B, capital appreciation bonds, maturing January 1, 2000 through 2012 with yields to maturity at 6.10% to 6.70%	30,016,972	—	(43,200,159)	36,954,311	23,771,124
Series 2000 A, 4.80% to 6.00%, maturing January 1, 2001 through January 1, 2020	1,467,375,000	(1,015,510,000)	(115,050,000)	—	336,815,000
Series 2000 B-G, at variable rates not to exceed 10.00%, maturing January 1, 2001 through January 1, 2030	400,000,000	—	—	—	400,000,000
Series 2003 A, Subordinated Revenue Bonds Serial Bonds at variable rates, maturing January 1, 2019 through January 1, 2025	70,000,000	(70,000,000)	—	—	—
Series 2003 A, 4.759% to 5.0% maturing January 1, 2019 through January 1, 2025	788,815,000	—	—	—	788,815,000
Series 2003 B (Federally Taxable) 1.15% to 3.14% maturing January 1, 2004 through January 1, 2008	740,175,000	(32,000,000)	(28,205,000)	—	679,970,000
Series 2003 C, 3.4486% (under interest swap agreement) maturing January 1, 2024, with mandatory redemptions 2022 and 2023	500,000,000	—	—	—	500,000,000
Series 2003 D, 3.034% (under interest swap agreement) maturing January 1, 2024, with mandatory redemptions 2020 through 2023	400,000,000	—	—	—	400,000,000
Series 2004 A, 3.150%, maturing January 1, 2035, with mandatory tender date of January 1, 2010	154,000,000	—	—	—	154,000,000
Series 2004 B, 5.150%, Growth and Income Securities term bond with sinking fund redemption	101,279,755	—	—	13,892,975	115,172,730
Series 2004 C-1, 4.50%, maturing January 1, 2031, subject to redemption prior to maturity after January 1, 2010	154,270,000	—	—	—	154,270,000
Series 2004 C-2, 5.50%, maturing January 1, 2025 not subject to redemption prior to maturity	132,850,000	—	—	—	132,850,000
Series 2005A, 5.00% maturing January 1, 2019 through January 1, 2025, callable on January 1, 2015 and 5.25% non-callable, maturing January 1, 2026 through January 1, 2030	409,180,000	—	—	—	409,180,000
Series 2005B (Federally Taxable) 4.81%, maturing January 1 2019	32,500,000	—	—	—	32,500,000
Series 2005C, 5.00%, maturing January 1, 2030 and January 1, 2035, with mandatory sinking fund redemption from January 1, 2026 through January 1, 2030 and January 1, 2031 through January 1, 2035	95,880,000	—	—	—	95,880,000
Series 2005D1-D4, (Federally Taxable Converting to Tax-Exempt) 5.25%, due January 1, 2026, convertible on January 1, 2009 through January 1, 2013	208,735,000	—	—	—	208,735,000
	8,547,581,727	(2,887,895,000)	(804,925,159)	50,847,286	4,905,608,854
	\$ 15,491,601,727	\$ (9,831,915,000)	\$ (804,925,159)	\$ 50,847,286	\$ 4,905,608,854

New Jersey Turnpike Authority

Schedule of Bond Indebtedness (continued)

December 31, 2007

	Original Amount Authorized and Issued	Refunded or Acquired and Canceled in Prior Year(s)	Mandatory Redemption/ Sinking Fund Installments	Accretion of Capital Appreciation Bonds	Amount Outstanding December 31, 2007
Note:					
As of December 31, 2007, bond and note indebtedness totaling \$9,831,915,000 had been defeased or retired from the following sources:					
Revenues	\$ 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	724,837,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, 1985 Series, Mode A used to retire 1985 Series bi-modal, multi-term format Mode 1 Bonds	2,000,000,000	—	—	—	—
Retirement of Turnpike Revenue Bonds, 1985 Series, Mode A	1,000,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 1991 A through D to refund Turnpike Revenue Bonds, 1984 Series and a portion of Revenue Bonds, 1985 Series	2,085,460,000	—	—	—	—
Redemption and retirement of Turnpike Revenue Bonds, 1985 Series from moneys in the Construction Fund	416,365,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2000 A to refund a portion of Turnpike Revenue Bonds, Series 1991 A, Series 1991 C and Series 1992 A	867,760,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2003 A through D to refund all Parkway Revenue and all Parkway Service and Subordinated Revenue Bonds, Turnpike Revenue Bonds Series 1991 A, Series 1992 A, Turnpike 2003 A Subordinated Revenue Bonds, and a portion of Turnpike Revenue Bonds, Series 1991 C and of Series A	1,915,330,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2004 C, to refund a portion of the Turnpike Revenue Bonds, Series 2000 A	138,370,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2005A, to refund a portion of the Turnpike Revenue Bonds, Series 1991C and Series 2000A	415,345,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2005B, to refund a portion of the Turnpike Revenue Bonds, Series 2003B	32,000,000	—	—	—	—
Issuance of Turnpike Revenue Bonds, Series 2005D1-D4, to refund a portion of the Turnpike Revenue Bonds, Series 2000A	185,070,000	—	—	—	—
	<u>\$ 9,831,915,000</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>

New Jersey Turnpike Authority

New Jersey Turnpike

Schedule of Toll Revenue

For the Twelve Months Ended December 31, 2007

Class	Description	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 355,512,583	216,625,608
2	Vehicles having two axles other than type described under Class 1	29,076,724	8,347,106
3	Vehicle (vehicles), single or in combination, having three axles	13,942,093	3,622,684
4	Vehicle (vehicles), single or in combination, having four axles	15,755,385	2,653,438
5	Vehicle (vehicles), single or in combination, having five axles	125,161,146	16,595,864
6	Vehicle (vehicles), single or in combination, having six or more axles	2,703,378	298,988
7	Buses having two axles	1,390,087	392,088
8	Buses having three axles	7,268,735	1,252,344
	Nonrevenue vehicles	—	1,839,414
		<u>550,810,131</u>	<u>251,627,534</u>
	Toll Adjustments and Discounts	(1,048,787)	
	Net Violations*	<u>(8,469,567)</u>	
		<u>\$ 541,291,777</u>	

* During the year ended December 31, 2000, the Authority implemented the electronic toll collection system and accordingly the amounts of violations assessed are reported on this line. As a result of violation activities, some portion of unpaid tolls will be collected in subsequent years.

New Jersey Turnpike Authority

Garden State Parkway

Schedule of Toll Revenue

For the Twelve Months Ended December 31, 2007

Class	Description	Toll revenue	Vehicles
1	Passenger car, motorcycle, taxi or hearse, light truck	\$ 201,206,936	412,936,357
2	Vehicles having two axles other than type described under Class 1	597,885	1,232,128
3	Vehicle (vehicles), single or in combination, having three axles	53,659	110,581
4	Vehicle (vehicles), single or in combination, having four axles	477,775	984,602
5	Vehicle (vehicles), single or in combination, having five axles	598,017	1,232,398
6	Vehicle (vehicles), single or in combination, having six or more axles	12,204	25,151
7	Buses having two axles	74,033	152,632
8	Buses having three axles	386,473	790,632
	Nonrevenue vehicles	—	1,718,651
		<u>203,406,982*</u>	<u>419,183,132</u>
	Other adjustments	<u>1,221,181</u>	
		<u>\$ 204,628,163</u>	

* Reported revenue is net of discounts and violations.

New Jersey Turnpike Authority
Orders for Professional Services (OPS) Awards Greater than \$100,000
Between 1/1/2007 and 12/31/2007

OPS No.	Project Description	Award Amount	Commission Meeting
P3009	Supervision of Construction Services for Contract No. P500.038, Holmdel State Police Facility Improvements	\$725,000.00	01/30/2007
P3119	Wetland Mitigation Site Procurement and Development, Parkway Widening, MP 63 to MP 80.8	\$6,399,620.00	02/05/2007
T3132	Implementation of One Way Tolls at NJ Turnpike Interchange 17	\$560,000.00	02/05/2007
P3130	Operation, Maintenance and Monitoring of Groundwater Contamination at Brookdale North & South Service Areas	\$700,000.00	02/05/2007
P3129	Operation, Maintenance and Monitoring of Groundwater Contamination at Vaux Hall and Monmouth Service Areas - 2 Yrs	\$402,000.00	02/05/2007
T3120	Design Services for Contract No. T100.055, TPK Bridge Deck Repairs and Resurfacing, MP 0 to MP 83 and the PHMTE	\$420,000.00	02/05/2007
P3128	Operation, Maintenance and Monitoring of Groundwater Contamination Atlantic City, Forked River, Monmouth & Cheesecake Service Areas - 2 Years	\$410,500.00	02/05/2007
P3105	Design Services for Contract No. P100.052, GSP Northern Bridge Deck Repairs and Resurfacing, MP 121 to MP 172	\$475,000.00	02/05/2007
T3075	Supervision of Construction Services for Contract No. T100.010, TPK Northern Bridge Repairs and Resurfacing, MP 83 to MP 122	\$1,470,000.00	02/05/2007
P3106	Design Services for Contract Nos. P100.053, GSP Central Bridge Deck Repairs & Resurfacing, MP 104 to MP 127; and P100.074, GSP Southern Bridge Deck Repairs & Resurfacing, MP 0 to MP 104	\$435,000.00	02/05/2007
T3107	2007 Turnpike Bridge Inspection Program, Part B	\$900,000.00	02/05/2007
A3131	Environmental Laboratory Analytical Services	\$800,000.00	02/05/2007
P3133	Design Services for Contract No. P100.062, GSP Miscellaneous Structural Repairs	\$400,000.00	03/12/2007
P3122	Supervision of Construction Services for Contract No. P200.012, Pavement Restoration & Miscellaneous Improvements, MP 15 to MP 28.8	\$350,000.00	03/12/2007
P3110	Supervision of Construction Services for Contract No. P100.008, Southern Bridge Repairs, GSP MP 28 and MP 126.3	\$720,000.00	03/12/2007
T3115	Final Design of the Interchange 6 to 9 Widening Program, Section 5, MP 62.0 to MP 66.8	\$11,350,000.00	03/12/2007
T3117	Final Design of the Interchange 6 to 9 Widening Program, Section 7, MP 68.3 to MP 70.6	\$10,950,000.00	03/12/2007
T3124	Supervision of Construction Services for Contract No. T200.058, Resurfacing, MP 74 to MP 122	\$245,000.00	03/12/2007
T3127	Supervision of Construction Services for Contract No. R-1500, Miscellaneous Structural Repairs, MP 0 to MP 122, PHMTE and the NBHCE	\$524,000.00	03/12/2007
T3136	Remediation System - Operation, Maintenance and Compliance Monitoring at Service Areas 7S and 8N	\$498,000.00	04/24/2007
T3076	Supervision of Construction Services for Contract No. T100.009-1, TPK Repainting Structural Steel, MP 100 to MP 102 (old 0 to MP 118)	\$284,000.00	04/24/2007

New Jersey Turnpike Authority
Orders for Professional Services (OPS) Awards Greater than \$100,000
Between 1/1/2007 and 12/31/2007

OPS No.	Project Description	Award Amount	Commission Meeting
P3123	Supervision of Construction Services for Contract No. P200.057, Pavement Restoration and Rideability Improvements, MP 48 to MP 51; and Contract No. P200.065, Resurfacing and Miscellaneous Improvements, GSP Interchanges 9, 10 and 11	\$380,000.00	04/24/2007
T3108	2007 Turnpike Bridge Inspection, Part C	\$310,000.00	04/24/2007
A3142	Operation and Maintenance of Water and Wastewater Facilities	\$999,600.00	07/23/2007
P3139	Supervision of Construction Services for Contract No. P100.028, Miscellaneous Structural Repairs, MP 28.0 to MP 163.2	\$550,000.00	07/23/2007
P3141	Supervision of Construction Services for Contract No. P300.054, Improvements to GSP Interchange 135	\$424,000.00	07/23/2007
T3125	Supervision of Construction Services for Contract No. T200.016, Resurfacing MP 0 - 74	\$280,000.00	07/23/2007
T3140	Supervision of Construction Services for Contract No. R-1319C, Guardrail Terminal Replacement MP 0 to MP 61.3 and Pearl Harbor Memorial Turnpike Extension	\$150,000.00	07/23/2007
T3114	Final Design of the Interchange 6 to 9 Widening Program, Section 4, MP 59.7 to MP 62.0 including Interchange 7A	\$16,350,000.00	07/23/2007
P3143	2007 Garden State Parkway Bridge Inspection, Major Bridges, MP 28.0 to MP 158.2	\$325,000.00	08/28/2007
T3116	Final Design of the Interchange 6 to 9 Widening Program, Section 6, MP 66.8 to MP 68.3 including Interchange 8	\$19,250.00	08/28/2007
P3147	Supervision of Construction Services for Contract No. P200.075, Pavement Repairs Between Milepost 108 and Milepost 138	\$300,000.00	09/25/2007
T3134	Supervision of Construction Services for Contract No. T200.017, Interchange 16W/Rt. 3 Ramp Improvements, Part A (NJTA); and Contract No. T200.018, Rt. 3, Rt. 120 SB to Rt. 3 EB Ramp	\$6,190,000.00	09/25/2007
T3111	Final Design of the Interchange 6 to 9 Widening Program, Section 1, MP 48.7 to MP 52.3	\$22,300,000.00	11/09/2007
T3145	Supervision of Construction Services for Contract No. T300.063, Implementation of One Way Tolls at TPK Interchange 17	\$300,000.00	11/09/2007
T3118	Final Design of the Interchange 6 to 9 Widening Program, Section 8, MP 70.6 to MP 82.2	\$14,150,000.00	11/09/2007
T3113	Final Design of the Interchange 6 to 9 Widening Program, Section 3, MP 56.5 to MP 59.7	\$17,950,000.00	11/09/2007
T3112	Final Design of the Interchange 6 to 9 Widening Program, Section 2, MP 52.3 to MP 56.5	\$17,350,000.00	11/09/2007
T3144	General Traffic Engineering Consultant Services	\$1,027,300	11/09/2007
A3150	UST Inspections, Maintenance and Testing at Various Facilities Along the Garden State Parkway and the New Jersey Turnpike	\$372,000.00	12/10/2007
T3138	Operation, Maintenance and Compliance Monitoring of Groundwater Contamination System at James Fennimore Cooper SA 4N	\$722,000.00	12/10/2007
T3155	Supervision of Construction Services for Contract No. T100.042, TPK Northern Bridge Deck Repairs and Resurfacing, MP 83 to MP 122 and the NBHCE	\$1,170,000.00	12/10/2007

New Jersey Turnpike Authority
Orders for Professional Services (OPS) Awards Greater than \$100,000
Between 1/1/2007 and 12/31/2007

OPS No.	Project Description	Award Amount	Commission Meeting
P3154	2008 Garden State Parkway Bridge Inspection, Southern Bridges, MP 96 to MP 123	\$495,000.00	12/10/2007
T3152	Design Services for Contract No. T100.080, TPK Southern Bridge Repairs and Resurfacing, MP 0 to MP 83 and the PHMTE	\$535,000.00	12/10/2007
T3149	Design Services for Contract No. T100.077, TPK Northern Bridge Repairs and Resurfacing, MP 83 to MP 122, and the NBHCE	\$842,000.00	12/10/2007
P3151	Design Services for Contract Nos. P100.078 and P100.079, GSP Central and Southern Bridge Repairs and Resurfacing MP 0 to MP 126	\$553,000.00	12/10/2007
P3153	2008 Garden State Parkway Bridge Inspection, Northern Bridges MP 149 to MP 172.	\$510,000.00	12/10/2007
T3160	Supervision of Construction Services for Contract T100.022, Miscellaneous Structural Repairs	\$500,000.00	12/10/2007

New Jersey Turnpike Authority
Construction Contracts Awarded Greater than \$100,000
Between 1/1/2007 and 12/31/2007

Contract No.	Description	Award Date	Contract Amount
P200.060	Removal of Northbound Tolls at Barnegat Toll Plaza	1/19/07	\$679,063.95
T500.039-1	Interchange 15E Toll Utility Building Modifications	2/5/07	\$1,219,650.00
T100.010	Bridge Deck Repairs and Resurfacing Mile 83 to Mile 122 and the NBHCE	2/5/07	\$10,342,230.00
P500.038	Troop E Holmdel State Police Facility Milepost 116.0, Holmdel Twp., Monmouth Co.	2/5/07	\$8,197,810.00
R-1500	Miscellaneous Structural Repairs Tpk. Mile 0 to Mile 122, PHMTE and NBHCE	3/12/07	\$3,017,297.00
T200.058	Resurfacing Mile 74 to Mile 122	3/12/07	\$3,384,689.46
P100.008	Southern Bridge Deck Repairs and Resurfacing Milepost 2.4 to Milepost 129.7	3/12/07	\$3,774,003.40
P200.012	Pavement Restoration and Miscellaneous Improvements Mile 15.0 to Mile 28.8	3/12/07	\$4,196,683.00
P700.050	Pump Station Upgrades Forked River Service Area	3/12/07	\$344,780.00
T500.049	Septic System Upgrade Maintenance District 1	4/24/07	\$123,700.00
IR500.068	Immediate Roofing Repairs Mile 0.0 to Mile 83.4 New Jersey Turnpike Mile 0.0 to Mile 107.0 Garden State Parkway	4/24/07	\$345,000.00
T100.009-1	Repainting Structural Steel Mile 100 to Mile 102	4/24/07	\$1,072,000.00
IR500.067	Immediate Roofing Repairs Mile 88.3 to Mile 122 New Jersey Turnpike Mile 110.0 to Mile 172 Garden State Parkway	4/24/07	\$345,000.00
P200.057	Pavement Rehabilitation and Rideability Improvements Mile 48 to Mile 51	4/24/07	\$2,368,525.80
R-1319C	Guardrail Terminal Replacement Turnpike Mile 0 to Mile 61.3 and PHMTE	7/23/07	\$941,915.00
R-1509-1	Roof Replacements at TPK Southern Division Office and Vehicle Storage Buildings	7/23/07	\$441,899.00
P100.028	GSP Miscellaneous Bridge Repairs Milepost 28.0 to Milepost 163.2	7/23/07	\$1,744,985.00
A500.029C	Woodbridge Traffic Management Center Site Grading, Drainage, Paving and Lighting Woodbridge Township, Middlesex County	7/23/07	\$1,403,102.00
T200.016	Resurfacing Mile 0 to Mile 74	7/23/07	\$4,951,759.89
P300.054	Improvements to Interchange 135	7/23/07	\$4,289,000.00
P200.065	Resurfacing and Miscellaneous Improvements at Interchanges 9, 10 and 11	8/28/07	\$883,375.00
P500.061-1	Installation of Salt Dome at Essex Toll Plaza Milepost 150.5 NB	8/28/07	\$587,342.30
T600.066-1	Installation of E-Z Pass Speed Limit Signs at Various Toll Plazas, Milepost 2.5 to Milepost 104.7	9/25/07	\$201,889.00
IR-3	Immediate Repairs Mile 0 to Mile 122 NJ Turnpike Mile 0 to Mile 172 Garden State Parkway	9/25/07	\$2,000,000.00

New Jersey Turnpike Authority
Construction Contracts Awarded Greater than \$100,000
Between 1/1/2007 and 12/31/2007

Contract No.	Description	Award Date	Contract Amount
P200.075	Pavement Repairs between MP 108 and MP 138	09/25/07	\$2,151,898.00
T300.063	Implementation of One Way Tolls Interchange 17 Toll Plaza Township of Secaucus	11/09/07	\$1,677,000.00
T200.072	Toll Tunnel Drainage System Cleaning and Miscellaneous Repairs Int. 6,7A,8A,9,10,11,13 & 14	11/09/07	\$197,500.00
P200.088	Guide Rail Maintenance and Repair from Milepost 0.0 to Milepost 172.4	12/10/07	\$4,771,472.00
T100.022	Miscellaneous Structural Repairs from Mile 0 to Mile 122, the PHMTE and the NBHCE	12/10/07	\$1,992,255.00
P200.076	Installation of Temporary Fencing Mile 65 to Mile 79.8	12/10/07	\$103,400.00
T700.069	Interchange No. 12 Compensatory Wetland Mitigation	12/10/07	\$3,024,251.55
T100.042	Bridge Deck Repairs and Resurfacing Mile 8 to Mile 122 and the NBHCE	12/10/07	\$9,957,687.00

New Jersey Turnpike Authority
Procurement Contract Awards Greater than \$100,000
Between 1/1/2007 and 12/31/2007

Contract No.	Description	Vendor	Contract Amount
0000000749	Treated Rock Salt	International Salt Company LLC	\$ 5,114,170.70
0000000611	Impact Attenuator Repairs	Transpo Industries Inc	\$ 2,475,000.00
0000028397	State Police Crown Victoria's	Warnock Motor Sales	\$ 1,443,851.05
0000000728	Rotating Drum Message Signs	Dambach, Inc.	\$ 740,000.00
0000000773	VTDM Server Replacement	E Plus Technology	\$ 655,000.00
0000031179	Network Hardware	E Plus Technology	\$ 523,608.91
0000000612	UPS Maintenance & Service	Eaton Electrical, Inc.	\$ 503,148.00
00000334-1	Tree & Brush Power Shearing	Asplundh Tree Experts	\$ 500,000.00
0000031016	Cargo Vans	Holman Truck Center	\$ 489,048.00
0000026209	Renewal of Cisco Smartnet	E Plus Technology	\$ 488,324.65
0000029028	Ford Pick-Up Trucks	Princetons Nassau Conover Inc	\$ 470,730.00
00000311-4	Snow Plowing Services	Sil Kemp Concrete Inc	\$ 467,100.00
0000000600	Removal of Solid Waste	Waste Management of NJ	\$ 450,726.40
0000027202	Hardware Maintenance	Hewlett Packard Co	\$ 420,683.14
0000028394	Chevrolet Tahoes	Day Ford, Inc.	\$ 414,551.25
0000035470	Plaza Security Access Control	E Plus Technology	\$ 414,255.59
0000032598	Advisory System Upgrade	Warner Communications Co Inc	\$ 401,216.00
0000000746	Tree Trimming and Removal	Elite Tree Service Inc.	\$ 400,000.00
0000000603	VTDM System Support	Agilence, Inc.	\$ 384,351.00
0000036340	Infrastructure Cabling Service	IBM Corp	\$ 367,900.00
0000037354	Architectural Mgmt Svs for TMC	IBM Corp	\$ 358,000.00
0000032142	Pickup Trucks	Princeton's Nassau Conover Inc	\$ 355,800.00
0000036183	Workstations and Monitors	Hewlett Packard Co	\$ 343,310.00
0000036578	Enterprise Backup Solution	E Plus Technology	\$ 334,932.24
0000036279	Hwy Advisory System Upgrade	Pinnacle Wireless, Inc.	\$ 330,700.00
00000283-2	Valk Snow Plow Parts	Bristol Donald Co Inc	\$ 327,000.00
0000034386	Inventory Mgmt Assessment	IBM Corp	\$ 315,000.00
0000000567	Uniform Rental & Cleaning	American Wear, Inc.	\$ 306,000.00
0000000776	Magnetic Toll Tickets	Magnetic Ticket and Label Corp	\$ 292,500.00
00000304-4	Snow Plowing Services	Stavola Contracting Co Inc	\$ 288,500.00
0000000685	A/C & Refrigeration Maintenance	Carrier Corporation	\$ 275,670.00
00000278-1	Roadway Sweepings	Rich-Mark Contracting Inc	\$ 272,189.50
0000037279	Recording System for TMC	Motorola Comm./Electronics Inc	\$ 269,003.64
0000036184	Networking Equipment	E Plus Technology	\$ 265,173.58
0000036433	Cabling Svs TMC	IBM Corp	\$ 250,000.00
00000456-1	HVAC Service & Maintenance	Siemens Building Technologies	\$ 247,875.00
0000029045	Final Bill for Fiber Install.	4Connections, LLC	\$ 233,333.34
0000000717	Children's Event at PNC	This Is It- Production Co	\$ 229,000.00

New Jersey Turnpike Authority
Procurement Contract Awards Greater than \$100,000
Between 1/1/2007 and 12/31/2007

Contract No.	Description	Vendor	Contract Amount
0000027200	Relocation Services	IBM Corp	\$ 219,764.00
0000000729	Disposal of Solid Waste	Total Center Maintenance Inc	\$ 200,000.00
0000000764	Toll Equipment Parts	ACS Transport Solutions, Inc.	\$ 200,000.00
0000000610	Industrial Parts & Supplies	Bayway Lumber	\$ 195,000.00
0000026539	Peoplesoft Training/Document	Emtec Inc	\$ 194,900.00
0000025926	Mobile Command Vehicle	Sirchie Labs Inc	\$ 181,979.00
0000038319	Labor & Parts Etc Monitor	Adesta LLC	\$ 179,956.78
0000034673	Site Assessment for TMC	IBM Corp	\$ 178,982.00
00000366-2	Snow Removal Services	New Prince Construction Co Inc	\$ 176,000.00
00000299-4	Snow Plowing Services	Eagle Paving Corp	\$ 171,700.00
0000000684	Axle Counting Treadles	The Revenue Markets Inc	\$ 164,780.00
0000536-1A	Goodroads Snow Plow Parts	Eagle Equipment Inc	\$ 164,000.00
0000000744	Aftermarket Auto Parts	Parts Distributors, LLC	\$ 150,000.00
0000000769	Power Shearing Brush & Trees	Asplundh Tree Experts	\$ 150,000.00
0000029071	Microwave Systems	Motorola Inc	\$ 146,850.00
0000035472	Diebold Security Service	E Plus Technology	\$ 145,000.00
00000512-1	Water Borne Traffic Paint	Sherwin-Williams Company	\$ 144,482.85
0000000694	Electrical Equip. & Supplies	Jewel Electric Supply Co	\$ 140,000.00
0000033671	Long Term Fiber Maintenance	Adesta Communications Inc	\$ 139,315.00
00000365-2	Snow Removal Services	Eagle Paving Corp	\$ 139,200.00
0000036094	Various Site Improvements	Pinnacle Wireless, Inc.	\$ 133,859.96
0000034451	Surveillance System	Link Communications	\$ 132,790.00
0000034643	Software/Memory Upgrade	E Plus Technology	\$ 131,496.86
0000000768	Snow Removal Services	Nacirema Industries, Inc.	\$ 130,800.00
0000000742	Traffic Cones	Selecto Flash Safety Inc	\$ 126,400.00
0000000599	Removal Waste Water Sludge	Applied Water Management, Inc.	\$ 125,520.00
0000034644	Software/Memory Upgrade	Hewlett Packard Co	\$ 122,982.75
0000036190	IBM System P Servers	IBM Corp	\$ 118,476.00
00000301-4	Snow Plowing Services	MJ Olley Inc	\$ 115,200.00
0000036192	800 Mhz Consolettes	Motorola Inc	\$ 113,184.00
0000000705	Parts-Lawn & Grounds Equip.	Montage Enterprises Inc	\$ 105,000.00
0000000704	Parts-Lawn & Grounds Equip.	Storr Tractor Co	\$ 105,000.00
0000028655	Panasonic Rugged Laptops	CDW Government Inc	\$ 104,880.00
0000000629	Toro Mower Parts	Philadelphia Turf Co	\$ 104,000.00
0000035877	Mowers	Storr Tractor Co	\$ 103,785.00
0000000624	Print Shop Supplies	SAS Graphic Supply	\$ 103,466.00
000000055-1	Traffic Flares	Standard Fusee Corp	\$ 100,000.00
0000000770	Chain Link Fencing	Consolidated Steel	\$ 100,000.00
0000033530	Electronic Bidding Software	Capitalsoft, Inc.	\$ 100,000.00

New Jersey Turnpike Authority
 List of Insurers with Premiums Greater than \$100,000
 Between 1/1/2007 and 12/31/2007

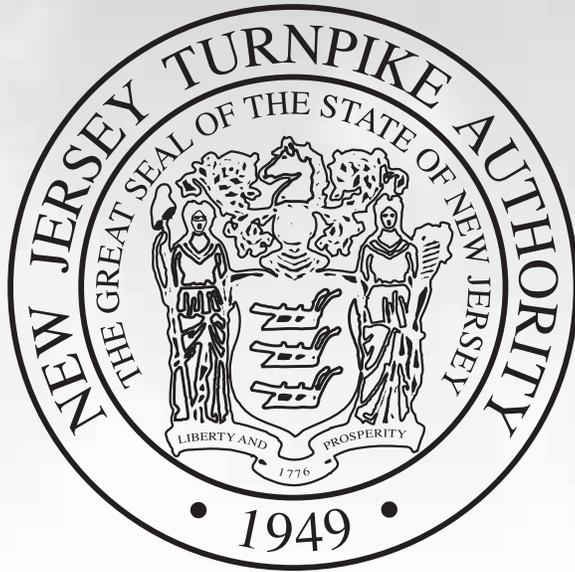
Insurer	Policy	Annual Premium
National Union Fire	Public Officials/ Employment Practices	\$610,500
National Union Fire	Excess Workers Comp/ Employers Liability	\$797,650
National Union Fire	Umbrella Liability	\$976,800
Arch Specialty	Excess Liability	\$241,858
XL Insurance America	Excess Liability	\$115,008
Lexington NJTA	Major Bridge Property	\$1,072,173
Westchester Ins. NJTA	Major Bridge Property	\$1,072,172
Landmark Amer. GSP	Major Bridge Property	\$415,500
Lexington GSP	Major Bridge Property	\$334,500
LSI Corporation GSP	Underground Storage	\$ 37,500
Westchester Ins. GSP	Underground Storage	<u>\$ 64,236</u>
	Total Amt UST	\$101,736
Zurich GSP	Architects & Engineers (3-year policy 2007-2010)	\$1,986,165
Affiliated Ins. Co. GSP	Non-Bridge Property	\$296,541

New Jersey Turnpike Authority
 List of Human Resources Contracts Greater than \$100,000
 Between 1/1/2007 and 12/31/2007

Agenda Item	Vendor	2007 Total Expenses	Explanation	Contract Agreement
	Cigna	\$378,238.00	Admin Fee: \$239,366.00; Stop Loss Premium: \$138,872.00	
	Delta	< \$100,000.00	Admin. Fee	
	Horizon Blue Cross Blue Shield of NJ	\$2,118,140.00	Admin. Fee: \$1,935,549.00; Stop Loss Premium: \$182,591.00	
125-06	Inservco Insurance Service, Inc. - Temp. Disability	\$186,365.00	(2007 Expense, Incd. \$24,000 Admin. Fee)	\$84,000.00
	Inservco Insurance Service, Inc. - Workers' Comp.	\$168,791.00	Admin. Fee	
308-04	Preventive Medicine of New Jersey, Inc.	\$363,996.00	(2007 Expense)	\$364,000.00
	Prudential Group Life & Long Term Disability	\$664,584.00	Group Life: \$485,707.00; Group LTD: \$178,877.00	



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