

**NEW JERSEY TRANSPORTATION TRUST
FUND AUTHORITY**
(A Component Unit of the State of New Jersey)

Financial Statements and
Supplementary Information

June 30, 2016

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

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INDEPENDENT AUDITORS' REPORT

To the Honorable Chairperson and Members of
New Jersey Transportation Trust Fund Authority
A Component Unit of the State of New Jersey

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and each fund of the New Jersey Transportation Trust Fund Authority (the "Authority"), a component unit of the State of New Jersey, as of and for the year ended June 30, 2016, and the related notes to financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as, evaluating the overall presentation of the financial statements.

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INDEPENDENT AUDITORS' REPORT (CONTINUED)

Auditors' Responsibility

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each fund of the Authority as of June 30, 2016, and the respective changes in the financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages four through eight be presented to supplement the basic financial statements. Such information, although not part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to inquiries, the basic financial statements and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of cash receipts and disbursements on page twenty-two is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of cash receipts and disbursements is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. We have applied certain limited procedures to the accompanying supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

INDEPENDENT AUDITORS' REPORT (CONTINUED)

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated November 28, 2016 on our consideration of the New Jersey Transportation Trust Fund Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Mercadieu, P.C.

Certified Public Accountants

November 28, 2016

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

Management's Discussion and Analysis

As financial management of the New Jersey Transportation Trust Fund Authority (the "Authority"), we offer readers of these financial statements this narrative overview and analysis of the financial activities of the Authority as of and for the year ended June 30, 2016. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues and activities and to identify any significant changes in financial position. We encourage readers to consider the information presented here in conjunction with the financial statements as a whole.

Financial Highlights

On a cash basis, the Authority reimbursed the State's Special Transportation Fund \$925,500,000 in fiscal year 2016. When adjusted for accrued expenses, the Authority's total obligations to the State of New Jersey Special Transportation Fund amounted to \$844,981,646 to fund statewide transportation system improvements during the fiscal year. This compares to \$1,276,650,000 reimbursed and total obligations of \$1,302,172,343 in the prior fiscal year. The term "net position" refers to the difference between assets and liabilities. At the close of fiscal year 2016, the Authority had a net deficit of \$492,312,441, as compared to a net deficit of \$390,393,642 at June 30, 2015. This decrease in net position was mainly due to a decrease in Authority investment balances used for statewide transportation system improvements and an increase in long term debt obligations, offset by lower State Transportation Costs and Build America Bond tax credits.

In fiscal year 2015, the State of New Jersey lapsed \$83,722,000 of the Authority appropriated revenues and re-appropriated this amount to fiscal year 2016, to be used for its fiscal year 2016 debt service obligations. In fiscal year 2016, the State of New Jersey lapsed \$62,901,341 of the Authority's appropriated revenues.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's financial statements, which are comprised of the basic financial statements and the notes to the financial statements. The Authority is a single program government that combines government-wide and governmental fund financial statements. This report also contains required supplementary information concerning the Authority's cash flow for the fiscal year.

Basic Financial Statements

The basic financial statements are designed to provide readers with a broad overview of the Authority's finances in a manner similar to that which would be used by a private-sector business.

The statement of net position and governmental funds balance sheet presents information on all of the Authority's assets and liabilities, with the difference between the two reported as net position. Over time, increases and decreases in net position may serve as useful indicators of whether the financial position of the Authority is improving or deteriorating. Net position decreases when expenses exceed revenues. Increases to liabilities without corresponding increases to assets result in decreased net position, which indicate a worsened financial position. The Authority's net position decreased by \$101,918,799 after current year bond activity in the year ended June 30, 2016.

The statement of activities and governmental funds revenues, expenditures and changes in fund balance/net position presents information showing how a government's net position changed during the fiscal year. All changes in net position deficit are reported as the underlying event occurs, regardless of timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) (CONTINUED)

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

In addition to the basic financial statements and accompanying notes, this report also presents certain supplementary information concerning the Authority's flow of cash for the fiscal year.

Financial Analysis

Net position (deficit) may serve, over time, as a useful indicator of the Authority's financial position. In the case of the Authority, liabilities and deferred inflows of resources exceeded assets by \$492,312,441 at the close of the most recent fiscal year.

The largest portion of the Authority's net position (deficit) reflects its investments in current assets (*e.g., accounts receivable, cash and cash equivalents and investments*) less any related bonds outstanding and accounts payable. The Authority's current assets are restricted in use for payment of state transportation costs and bond issues outstanding.

	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>Percentage Change 2016-2015</u>
Accounts receivable	\$16,720,883,754	\$ 16,420,831,527	2
Cash and equivalents	201,007,191	412,516,342	(51)
Unamortized bond discount	<u>9,137,514</u>	<u>9,556,639</u>	(4)
Total assets	<u>16,931,028,459</u>	<u>16,842,904,508</u>	1
Accrued interest payable	28,972,519	28,938,341	-
Accounts payable - State of New Jersey	93,523,360	174,041,714	(46)
Accounts payable - other	-	-	-
Bonds payable:			
Due within one year	546,670,000	488,065,000	12
Due after one year	16,174,213,754	15,932,766,527	2
Unamortized bond premium	<u>568,447,796</u>	<u>599,537,680</u>	(5)
Total liabilities	<u>17,411,827,429</u>	<u>17,223,349,262</u>	1
Deferred inflows of resources	<u>11,513,471</u>	<u>9,948,888</u>	16
Net Position restricted for:			
Debt service	947,326	604,082	57
Deferred charges	(599,796,272)	(628,868,270)	(5)
Payment of state transportation system costs	<u>106,536,505</u>	<u>237,870,546</u>	(55)
Net position	<u>\$ (492,312,441)</u>	<u>\$ (390,393,642)</u>	26

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) (CONTINUED)

	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>Percentage Change 2016-2015</u>
Revenues			
State appropriations			
Motor fuel taxes	\$ 516,000,000	\$ 516,000,000	-
Commercial vehicle fees and taxes	688,748,659	648,359,251	6
Toll road authority	12,000,000	12,000,000	-
Interest income and investment return	1,288,444	279,229	361
Amortization of bond premium and discount	43,265,377	41,890,428	3
Total revenues	<u>1,261,302,480</u>	<u>1,218,528,908</u>	4
Expenses			
Operating expenses and financial costs	99,261	1,136,128	(91)
State transportation costs	844,981,646	1,302,172,343	(35)
Debt Service			
Bond interest expense, including amortization of deferred gain on advanced refunding	702,210,609	675,885,075	4
Bond interest expense, capital appreciation bonds	161,317,227	149,810,014	8
Total operating expenses	<u>1,708,608,743</u>	<u>2,129,003,560</u>	(20)
Deficiencies of revenues over expenses	(447,306,263)	(910,474,652)	(51)
Other financing sources (uses)			
Garvee bond debt service reimbursement	2,023,250	2,622,149	(23)
Build America bond credits	36,089,341	35,896,516	1
Bond issue costs	(3,097,641)	(6,424,710)	(52)
Total other financing sources	<u>35,014,950</u>	<u>32,093,955</u>	9
Change in net position	(412,291,313)	(878,380,697)	(53)
Net position			
Beginning of year	(390,393,642)	(265,095,285)	47
Prior period adjustment	-	-	-
Beginning of year - as restated	(390,393,642)	(265,095,285)	47
Current year bond activity, net	310,372,514	753,082,340	(59)
Net position, end of year	<u>\$ (492,312,441)</u>	<u>\$ (390,393,642)</u>	26

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) (CONTINUED)

Other Information

As of June 30, 2016, the Authority had \$16,720,883,754 in bonds outstanding, net of unamortized bond accretions, as compared to \$16,420,831,508 in the prior fiscal year, an increase of 1.8%. During Fiscal Year 2016 the Authority incurred new debt comprised of Transportation Program Bonds in the amount of \$626,800,000. This issuance represents the remaining bonding authority on the 2012 Capital Program Authorization. The Authority cannot issue new debt without a new re-Authorization. A total of \$488,065,000 in bond principal was retired by the annual debt service payments during the fiscal year, including \$12,835,000 of Garvee Bond principal paid by the State Treasury.

There were no new Swap Agreements entered into during the fiscal year. See Footnote H "Subsequent Events" of the accompanying Notes to the Financial Statements for information on a statement of claim filed by the State of New Jersey regarding the interest rate swap on the Authority's 2003 Series B Bonds.

The Authority's 2003 Series B (Periodic Auction Reset Securities) bonds, pursuant to the terms of the Resolution, were remarketed and converted in September 2008 to bear interest in the Fixed Rate mode. Principal repayments begin December 15, 2016, and end December 15, 2019. Interest payments began December 15, 2008.

The related Swap Agreements could be amended, terminated or offset with additional interest rate swaps when market conditions permitted. The Authority applied a portion of the then Existing Swap Agreements as hedges related to the variable rate 2009 Series C and the 2009 Series D Bonds, which have since been remarketed as fixed rate Transportation System bonds.

The Authority has issued no new money Transportation Program bonds nor entered into any credit agreements subsequent to the close of fiscal year June 30, 2016.

The following information summarizes the changes in debt between the fiscal year 2016 and 2015:

	<u>June 30, 2016</u>	<u>June 30, 2015</u>	<u>Percentage Change 2016-2015</u>
Bonds Payable	<u>\$16,720,883,754</u>	<u>\$16,420,831,527</u>	<u>1.8</u>

More detailed information about the Authority's bonds payable is presented in Note D of the financial statements.

Significant and Subsequent Events

The prior re-authorization of the Authority under Assembly Bill A-3205, which granted legislative approval to support the State's Capital Transportation Program for Fiscal Years 2013 through 2016, expired on June 30, 2016. The bill authorized the Authority to bond a total of \$3,458.3 million for fiscal years 2013 to 2016. During Fiscal Year 2016 the NJTTFA issued the remaining \$626.8 million of new money Transportation Program Bonds provided under the 2012 Amendments. Under any circumstance, the Authority will continue to receive state appropriated revenues to satisfy outstanding debt service obligations.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
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MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) (CONTINUED)

Significant and Subsequent Events (Continued)

With the authorization for the existing TTF program expiring on June 30, 2016, discussions regarding program re-authorization, requiring legislative approval, were ongoing between the Legislature and the Administration to arrive at a solution for Fiscal Year 2017 and beyond. Until the re-authorization of the State's Capital Transportation program became legislation, the Administration, through Executive Order, implemented a shutdown of all road, bridge, and rail projects funded by the TTF to ration the remaining funds for emergent work only.

On October 14, 2016, legislation to re-authorize the TTF received the necessary votes for passage and the Administration signed the pending legislation into law, removing the moratorium on transportation projects previously signed by Executive Order. The new legislation includes a \$0.23 per gallon increase in the fuel tax in support of a new eight year, \$16 billion capital projects program. To support program costs during fiscal years 2017 and 2018, the Authority also issued \$3.4 billion in Federal Highway Reimbursement Revenue Notes, with the transactions closing on November 2, 2016.

Significant Other Events

The Government Accounting Standards Board (GASB) issued Pronouncement No. 65 in Fiscal year 2014 related to Items Previously Reported as Assets and Liabilities, including the treatment of Bond Issuance Costs. GASB-65 states these costs can no longer be established as assets and amortized over the term of the bond issue, but are to be expensed when incurred. In the prior year all remaining balances of prior year bond issuance costs and its accumulated amortization were zeroed out.

Contacting the Authority's Financial Management

This financial report is designed to provide the New Jersey citizens, investors and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability to the State of New Jersey and bondholders. If you have questions about this report or need additional financial information, you can contact the New Jersey Transportation Trust Fund Authority at 1035 Parkway Avenue, P.O. Box 600, Trenton, NJ 08625-0600 or visit its website at www.state.nj.us/ttfa.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

STATEMENT OF NET POSITION AND GOVERNMENTAL FUNDS BALANCE SHEET
June 30, 2016

	Special Revenue Fund	Other Funds (DSF)	Total Governmental Funds	Adjustments (Note G)	Statement of Net Position
ASSETS					
Cash and equivalents	\$ 200,059,865	\$ 947,326	\$ 201,007,191	\$ -	\$ 201,007,191
Accounts receivable - State of New Jersey	-	-	-	16,720,883,754	16,720,883,754
Unamortized bond discount	-	-	-	9,137,514	9,137,514
Total assets	<u>\$ 200,059,865</u>	<u>\$ 947,326</u>	<u>\$ 201,007,191</u>	<u>\$16,730,021,268</u>	<u>\$16,931,028,459</u>
LIABILITIES					
Accrued interest payable	\$ -	\$ -	\$ -	\$ 28,972,519	\$ 28,972,519
Accounts payable - State of New Jersey	93,523,360	-	93,523,360	-	93,523,360
Transportation system bonds and notes payable	-	-	-	546,670,000	546,670,000
Due within one year	-	-	-	16,174,213,754	16,174,213,754
Due after one year	-	-	-	568,447,796	568,447,796
Unamortized bond premium	-	-	-	17,318,304,069	17,411,827,429
Total Liabilities	<u>93,523,360</u>	<u>-</u>	<u>93,523,360</u>	<u>17,318,304,069</u>	<u>17,411,827,429</u>
DEFERRED INFLOWS OF RESOURCES					
Deferred gains on advanced refunding	-	-	-	11,513,471	11,513,471
FUND BALANCES/NET POSITION					
Restricted for					
Debt service	-	947,326	947,326	-	947,326
Deferred charges	-	-	-	(599,796,272)	(599,796,272)
Payment of state transportation system costs	106,536,505	-	106,536,505	-	106,536,505
Total fund balances/net position	<u>106,536,505</u>	<u>947,326</u>	<u>107,483,831</u>	<u>(599,796,272)</u>	<u>(492,312,441)</u>
Total liabilities, deferred inflows of resources, and fund balances/net position	<u>\$ 200,059,865</u>	<u>\$ 947,326</u>	<u>\$ 201,007,191</u>	<u>\$16,730,021,268</u>	<u>\$16,931,028,459</u>

See notes to financial statements.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

(A Component Unit of the State of New Jersey)

STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUNDS REVENUES, EXPENDITURES AND CHANGES IN NET POSITION/FUND BALANCE
 Year Ended June 30, 2016

	Special Revenue Fund	Other Funds (DSF)	Total Governmental Funds	Adjustments (Note G)	Statement of Activities
REVENUES					
State appropriations equivalent to:					
Motor fuel taxes	\$ 516,000,000	-	\$ 516,000,000	-	\$ 516,000,000
Commercial vehicle fees and taxes	688,748,659	-	688,748,659	-	688,748,659
Toll Road Authority	12,000,000	-	12,000,000	-	12,000,000
Interest income and investment return	1,288,444	-	1,288,444	-	1,288,444
Amortization of bond premium and discount	-	-	-	43,265,377	43,265,377
Total revenues	<u>1,218,037,103</u>	<u>-</u>	<u>1,218,037,103</u>	<u>43,265,377</u>	<u>1,261,302,480</u>
EXPENDITURES					
Operating expenses and financial costs	56,079	43,182	99,261	-	99,261
State transportation costs	844,981,646	-	844,981,646	-	844,981,646
Debt Service					
Principal	-	488,065,000	488,065,000	(488,065,000)	-
Bond interest expense, including amortization of deferred gain on advanced refunding	-	703,126,561	703,126,561	(915,952)	702,210,609
Bond interest expense, capital appreciation bonds	-	-	-	161,317,227	161,317,227
Total expenditures	<u>845,037,725</u>	<u>1,191,234,743</u>	<u>2,036,272,468</u>	<u>(327,663,725)</u>	<u>1,708,608,743</u>
Deficiency of revenues over expenses	<u>372,999,378</u>	<u>(1,191,234,743)</u>	<u>(818,235,365)</u>	<u>370,929,102</u>	<u>(447,306,263)</u>
OTHER FINANCING SOURCES (USES):					
Bonds and notes issued	626,800,000	-	626,800,000	(626,800,000)	-
Bond premium	12,594,618	-	12,594,618	(12,594,618)	-
Garvee bond debt service reimbursement	-	14,858,250	14,858,250	(12,835,000)	2,023,250
Transfers - internal activities	(1,140,630,396)	1,140,630,396	-	-	-
Build America Bond Credits	-	36,089,341	36,089,341	-	36,089,341
Cost of issuance	(3,097,641)	-	(3,097,641)	-	(3,097,641)
Total other financing sources (uses)	<u>(504,333,419)</u>	<u>1,191,577,987</u>	<u>687,244,568</u>	<u>(652,229,618)</u>	<u>35,014,950</u>
Change in fund balance/net position	<u>(131,334,041)</u>	<u>343,244</u>	<u>(130,990,797)</u>	<u>(281,300,516)</u>	<u>(412,291,313)</u>
Fund balance/net position					
Beginning of year	237,870,546	604,082	238,474,628	(628,868,270)	(390,393,642)
Current year bond activity, net	-	-	-	310,372,514	310,372,514
End of year	<u>\$ 106,536,505</u>	<u>\$ 947,326</u>	<u>\$ 107,483,831</u>	<u>\$ (599,796,272)</u>	<u>\$ (492,312,441)</u>

See notes to financial statements.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

A. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Authority

New Jersey Transportation Trust Fund Authority (the "Authority"), located in Ewing, New Jersey, was created by the State of New Jersey (the "State") in 1984 pursuant to the New Jersey Transportation Trust Fund Authority Act in order to provide a stable, predictable funding mechanism for transportation system improvements undertaken by the New Jersey Department of Transportation. The Authority also provides State aid to counties and municipalities for transportation system improvements.

Basis of Accounting

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

The accompanying financial statements have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by the Governmental Accounting Standards Board.

In its accounting and financial reporting, the Authority follows the pronouncements of the Governmental Accounting Standards Board ("GASB") and other entities that promulgate accounting principles. GASB Statement 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*, establishes the order of priority of pronouncements and other sources of accounting and financial reporting guidance that a governmental entity should apply. Per the Statement, the sources of authoritative generally accepted accounting principles ("GAAP") are categorized in descending order of authority as follows: GASB Statements and Interpretations, GASB Technical Bulletins, GASB Implementation Guides, and literature of the American Institute of Certified Public Accountants ("AICPA") cleared by the GASB. Authoritative GAAP is incorporated periodically into the *Codification of Governmental Accounting and Financial Reporting Standards* (Codification), and when presented in the Codification, it retains its authoritative status. If the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP described above, a governmental entity should first consider accounting principles for similar transactions or other events within a source of authoritative GAAP described above and then may consider nonauthoritative accounting literature from other sources. These include GASB Concepts Statements; pronouncements and other literature of the Financial Accounting Standards Board ("FASB"), Federal Accounting Standards Advisory Board, International Public Sector Accounting Standards Board, and International Accounting Standards Board, and AICPA literature not cleared by the GASB; practices that are widely recognized and prevalent in state and local government; literature of other professional associations or regulatory agencies; and accounting textbooks, handbooks, and articles.

The basic financial statements consist of government-wide and governmental fund financial statements.

The Authority, as a single program government, combines government-wide and governmental fund financial statements, which are linked together by the reconciliation.

The government-wide financial statements are prepared under the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned, and expenditures are recognized when incurred. The primary sources of revenues are appropriations received from the State from motor fuel and petroleum gross receipts taxes, motor vehicle sales and use taxes, and from toll road authorities.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

A. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting (Continued)

The governmental fund financial statements are prepared under current financial resources measurement focus and on the modified accrual basis of accounting. Revenues are recorded when measurable and available. Expenditures are recognized when the related liability is incurred. The exception to this rule is that principal and interest on long-term debt are recognized when due.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America for governmental units requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Fund Accounts

In accordance with the 1995 Bond Resolution, the Authority has established the following fund accounts maintained by the Authority:

<u>Fund Accounts</u>	<u>Amount</u>	<u>Use for Which Restricted</u>
Special Revenue Fund (General Fund) Transportation Improvement	Deposit of all revenues received by the Authority. Also used to account for the accumulation of resources for payment of state transportation costs.	Expenditures for specific purposes.
Debt Service Fund (DSF)	Amounts needed to pay matured principal and interest on bonds.	Interest and principal on bonds.

The Authority reserve, which accounts for the Authority's operating expenses, is included in the special revenue fund.

Income Taxes

As a public body, under existing statute, the Authority is exempt from both federal and state taxes.

Bond Premium

In the government-wide financial statements, bond premiums are reported as deferred revenues (liabilities) and are amortized over the term of the related debt.

In the governmental fund financial statements, bond premiums are recognized as revenue when received.

Bond Discount

In the government-wide financial statements, bond discounts are recognized as deferred charges (assets) and are amortized over the term of the related debt.

In the governmental fund financial statements, bond discounts are recognized as expense when received.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

A. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Restricted Net Position

In accordance with the terms of the various bond resolutions, cash and equivalents and investments of all funds required under such bond resolutions are classified as restricted assets. The amounts by which the restricted assets exceed the corresponding liabilities they will liquidate are not available for the payment of current operating expenses.

Accounts Receivable

The following is a summary of receivables due from the State primarily to fund future bonds payable.

Due within one year	\$ 546,670,000
Due after one year	<u>16,174,213,754</u>
	<u>\$16,720,883,754</u>

B. CASH AND EQUIVALENTS

Cash and equivalents consist primarily of State of New Jersey cash management fund deposits. New Jersey statutes permit the deposit of public funds in the State of New Jersey Cash Management Fund ("NJCMF") or in institutions located in New Jersey which are insured by the Federal Deposit Insurance Corporation or by any other agencies of the United States that insure deposits. NJCMF is considered to be an investment trust fund as defined in Governmental Accounting Standards Board (GASB) Statement No. 31.

New Jersey statutes require public depositories to maintain collateral for deposits of public funds that exceed insurance limits as follows:

- (a) The market value of the collateral must equal 5% of the average daily balance of public funds;
or
- (b) If the public funds deposited exceed 75% of the capital funds of the depository, the depository must provide collateral having a market value equal to 100% of the amount exceeding 75%.

All collateral must be deposited with the Federal Reserve Bank, the Federal Home Loan Bank Board, or a banking institution that is a member of the Federal Reserve System and has capital funds of not less than \$25,000,000.

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of failure of the counterparty, the Authority will not be able to recover the value of its cash and investments that are in the possession of an outside party. The Authority's NJCMF funds are not subject to custodial credit risk due to the fact that the funds are held by and in the name of the State of New Jersey Cash Management Fund in a segregated trust account with a third party custodian rather than in the possession of a third party custodian. Additionally, Cash and equivalents and investments of the Authority are substantially restricted under the terms of the Authority's bond resolutions for the payment of bond principal and interest expense and the extension of project loans. The bond resolutions limit investments to vehicles with limited or no custodial credit risk such as obligations of the U.S. government or its agencies, investments in certain certificates of deposit of commercial banks that are members of the Federal Reserve System, investments in cash management pools that restrict investments to U.S. government securities, money market funds that invest in high-grade AAA-rated securities, and direct and general obligations of any state that meets the minimum requirements of the resolution.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

B. CASH AND EQUIVALENTS (CONTINUED)

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Credit risk is measured by nationally recognized statistical rating agencies such as Moody's Investors Service, Inc. (Moody's), Standard & Poor's Corporation (S&P), and Fitch Ratings (Fitch). Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. Though the underlying assets and investments of the NJCMF pool are subject to credit risk, the risk is limited by mix of the credit quality ratings of the assets in the portfolio maintained by NJCMF.

Cash and equivalents at June 30, 2016, were as follows:

NJCMF	\$ 199,962,715
US Bank	<u>1,044,476</u>
Total	<u>\$ 201,007,191</u>

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. Because the Authority maintains investments in government securities, or an external investment pool, it is not subject to interest rate risk if interest rates fluctuate.

C. ACCOUNTS PAYABLE - STATE OF NEW JERSEY

The balance due of \$93,523,360 consists of amounts due the State of New Jersey Special Transportation Fund for reimbursement of State, local and New Jersey Transit transportation costs.

D. TRANSPORTATION SYSTEM BONDS PAYABLE

Transportation bonds payable consist of Transportation System and Transportation Program Bonds Payable. Bond resolutions have been adopted by the Authority for the purpose of making improvements to the transportation system and programs in the State of New Jersey.

Transportation System Bonds refer to bonds issued pursuant to authorizations previously provided in P.L. 1995, c. 108 and P.L. 2006, c.3, as well as any bonds issued to refund those prior bonds. Transportation Program Bonds refer to bonds issued pursuant to the most recent authorization enacted in June, 2012 (P.L. 2012, c. 13) and any bonds subsequently issued to refund those particular bonds.

In fiscal year 2016, the Authority issued \$626,800,000 of new money Transportation Program Bonds, authorized under the June 2012 Act. The proceeds of this issuance will be used to support transportation projects within the State of New Jersey.

The Transportation Program Bonds will be issued as "state contract" debt backed by a new contract between the State Treasurer and the Authority. This contract pledges that constitutionally-dedicated revenues appropriated by the Legislature will be made available to the Authority for debt service payments on its Transportation Program Bonds.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

D. TRANSPORTATION SYSTEM BONDS PAYABLE (CONTINUED)

The Transportation System Bonds continue to be secured by the existing contract between the State Treasurer and the Authority which pledges that any dedicated New Jersey Transportation Trust Fund Authority revenues appropriated by the Legislature to the payment of such bonds will be made available to the Authority for debt service payments. In fiscal year 2016, the Authority remarketed and converted \$297,500,000 in Variable Rate Transportation System Bonds into fixed rate Transportation System Bonds and did not renew the expired Letter of Credit agreements on the Variable Rate bonds.

The following is a summary of revenue bonds and notes outstanding:

Series	Interest Rate Range	Bonds Outstanding (in Thousands)			Bonds Outstanding (in Thousands) June 30, 2016	Amounts Due within One Year (in Thousands)
		June 30, 2015	Additions (in Thousands)	Reductions (in Thousands)		
1999 Series A	5.75%	\$ 158,795	\$ -	\$ 27,630	\$ 131,165	\$ 30,095
2001 Series C	5.50%-5.75%	141,025	-	32,405	108,620	34,235
2003 Series A	5.50%	182,070	-	125,570	56,500	56,500
2003 Series B	5.00%-5.25%	345,000	-	-	345,000	75,525
2004 Series A	5.75%	107,495	-	-	107,495	-
2004 Series B	5.50%	267,830	-	103,600	164,230	109,455
2005 Series B	5.25%-5.50%	788,635	-	105,095	683,540	-
2006 Series A	4.25%-5.50%	1,576,785	-	-	1,576,785	-
2006 Series C	4.93%-5.05%	3,708,585	-	-	3,708,585	-
2006 A Garvee	5.00%	40,465	-	12,835	27,630	13,480
2007 Series A	4.75%-5.00%	871,055	-	-	871,055	-
2008 Series A	5.25%-6.75%	2,173,735	-	-	2,173,735	-
2009 Series A	6.23%-6.40%	869,075	-	-	869,075	-
2009 Series B	6.88%	273,500	-	-	273,500	-
2009 Series C Note	5.250%	150,000	-	-	150,000	-
2009 Series D Note	5.000%	147,500	-	-	147,500	-
2010 Series A	5.85%-6.25%	1,273,180	-	-	1,273,180	-
2010 Series B	6.56%	500,000	-	-	500,000	-
2010 Series C	5.75%-6.10%	1,000,000	-	-	1,000,000	-
2010 Series D	3.00%-5.25%	485,875	-	-	485,875	1,975
2010 Series E	3.60%	14,100	-	-	14,100	-
2011 Series A	3.25%-6.00%	569,650	-	10,980	558,670	11,485
2011 Series B	2.50%-5.50%	1,253,165	-	22,565	1,230,600	23,695
2012 Series A	5.00%	326,255	-	-	326,255	-
2012 Series AA	2.50%-5.00%	877,405	-	22,780	854,625	23,915
2013 Series A	3.00%-5.00%	522,310	-	11,040	511,270	34,570
2013 Series B	1.09%-1.76%	338,220	-	-	338,220	88,220
2013 Series AA	3.00%-5.50%	835,900	-	13,565	822,335	14,110
2014 Series AA	4.25%-5.00%	764,055	-	-	764,055	19,635
2014 Series BB	Variable	297,500	-	-	297,500	-
2015 Series AA	3.00%-5.25%	-	626,800	-	626,800	9,775
		20,859,165	626,800	488,065	20,997,900	546,670
Less bond accretion		(4,438,334)	-	161,317	(4,277,016)	-
Total		<u>\$16,420,831</u>	<u>\$ 626,800</u>	<u>\$ 326,748</u>	<u>\$ 16,720,884</u>	<u>\$ 546,670</u>

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

D. TRANSPORTATION SYSTEM BONDS PAYABLE (CONTINUED)

Total maturities of transportation system and transportation program bonds and notes are as follows:

Year Ending June 30,	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2017	\$ 546,670,000	\$ 694,131,722	\$ 1,240,801,722
2018	568,390,000	669,967,130	1,238,357,130
2019	594,945,000	642,981,393	1,237,926,393
2020	678,645,000	618,346,190	1,296,991,190
2021	718,995,000	578,005,219	1,297,000,219
2022-2026	4,117,975,000	2,307,983,045	6,425,958,045
2027-2031	4,239,830,000	1,627,963,222	5,867,793,222
2032-2036	4,102,330,000	1,156,957,406	5,259,287,406
2037-2041	4,758,030,000	625,916,975	5,383,946,975
2042-2046	672,090,000	67,485,850	739,575,850
Total	<u>20,997,900,000</u>	<u>\$ 8,989,738,152</u>	<u>\$29,987,638,152</u>
Less unamortized bond accretion	<u>4,277,016,246</u>		
Total Bonds Payable	<u>\$16,720,883,754</u>		

Interest payments vary by series. The majority of Authority debts are fixed rate interest payments, payable semi-annually on June 15 and December 15. Excluded from these debts are capital appreciation and SIFMA Multimodal notes. Capital appreciation bonds do not pay interest annually, but add the interest value to the face value of the bond to be paid at maturity. SIFMA Multimodal notes are variable rate debts in which interest rates are reset weekly and interest is payable monthly.

The bonds are secured primarily by revenues received by the Authority from the State. The payment of all such revenues to the Authority is subject to and dependent upon appropriations being made from time to time by the State Legislature. The State Legislature has no legal obligation to make such appropriations.

2003 Series B

The Authority remarketed the 2003 Series B (Periodic Auction Reset Securities) as fixed rate bonds on various dates between September 2, 2008 and September 8, 2008. The Remarketed Bonds were converted pursuant to the terms of the Resolution to bear interest in the Fixed Rate mode. Principal repayments were to begin December 15, 2016, and were to end December 15, 2019. Interest payments began December 15, 2008. Existing Swap Agreements could be amended, terminated or offset with additional interest rate swaps when market conditions permitted. The Authority applied a portion of the then existing Swap Agreements as hedges related to the 2009 Series C Bonds and the 2009 Series D Bonds. Amid favorable market conditions, those swap agreements were terminated in December 2011.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

D. TRANSPORTATION SYSTEM BONDS PAYABLE (CONTINUED)

2003 Series B (Continued)

The State and the NJTTFA filed a statement of claim in 2014 with respect to the matter of the Treasurer of the State of New Jersey and the New Jersey Transportation Trust Fund Authority vs. Goldman, Sachs & Co. and UBS Financial Services, Inc. regarding the NJTTFA's 2003 Series B Bonds and the interest rate swap entered into in connection with the NJTTFA's 2003 Series B Bond. Although a proposed settlement is pending with Goldman Sachs & Co., a litigation hold is in place regarding the municipal auction rate securities that were underwritten by Goldman Sachs & Co. In November 2015, a settlement agreement was entered into with UBS Financial Services, Inc., which also underwrote municipal auction rate securities issued by the NJTTFA in December 2015. Subsequent events were noted by management that required disclosure.

2006 A Garvee Bond

The debt service and interest expense payments on the 2006 A Garvee bond are reimbursed by the Federal Highway Administration, to the State of New Jersey. These amounts are included in the principal and bond interest expense lines, since these payments are made directly by the State of New Jersey. The principal payment and interest payments reimbursed as of June 30, 2016, were \$12,835,000 and \$2,023,250, respectively.

2006 Series C and 2008, 2009, and 2010 Series A - Capital Appreciation Bonds

The Series 2006C, 2008A, 2009A, and 2010A bonds were issued as Capital Appreciation bonds. The bonds were originally issued at principal values of \$1,115,496,792, \$1,122,744,638, \$416,230,924, and \$859,253,361, respectively. Portions of the total issuances that were capital appreciation bonds were \$1,115,496,792, \$249,999,638, \$142,730,924, and \$359,253,361, respectively. Interest on each series is not payable on a current basis. Interest is calculated on the basis of a 360 day year and is part of the accreted value from the date of issuance through the date of maturity or prior redemption, compounded as of each semi-annually each June and December 15th. The accreted values of the bonds reflect the initial principal of the bonds as noted above plus the interest accrued from the date of issuance. The bonds are reported at their accreted values of \$1,836,532,635, \$409,988,202, \$222,327,341, and \$527,930,577, respectively as of June 30, 2016. The bonds are payable upon the respective maturity dates at the accreted values or prior to maturity at the greater of the accreted values and the present value of the accreted value discounted at the applicable tax-exempt municipal bond rate plus 30 basis points. Total accreted values at maturity are expected to be \$3,708,585,000, \$1,422,955,000, \$869,075,000 and \$1,273,180,000, respectively.

2009 Series B, 2010 Series B, and 2010 Series C - Build America Bonds

The Series 2009B, 2010B, and 2010C bonds were issued as Build America bonds. These Federally Taxable bonds were issued in connection with the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"), constituting Section 54AA of the Internal Revenue Code of 1986, as amended (the "Code"), for which the Authority, through the State of New Jersey, is entitled to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on each bond series on each interest payment date. The Budget

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

D. TRANSPORTATION SYSTEM BONDS PAYABLE (CONTINUED)

2009 Series B, 2010 Series B, and 2010 Series C - Build America Bonds (Continued)

Control Act of 2011 reduced the amount of the subsidy paid by the United States Treasury. In the fiscal year ended June 30, 2016, the Authority received payments totalling \$36,089,341 that represented 32.6% of the total interest due on June and December 15th for these series collectively. This represents a 6.8% decrease on the original subsidy. There can be no certainty the United States Treasury will not make further cuts to the program. The bonds are subject to redemption prior to their maturity at the option of the Authority upon a material reduction or elimination of the subsidy payments. In this case the redemption price is equal to the greater of 100% of the principal amount of the bonds to be redeemed plus accrued and unpaid interest or the sum of the present value of the remaining scheduled payments of principal and interest, discounted by the adjusted treasury rate plus 40 or 30 basis points. This present value calculation assumes a 360 day year.

2014 Series BB-1 and Series BB-2 Notes – SIFMA Index Bonds

The Series 2014 BB Notes are publicly offered Securities Industry and Financial Markets Association ("SIFMA") Index Multimodal Bonds. Each series bear interest at the SIFMA Index Rate plus an interest rate spread. The interest rate spread for the 2014 Series BB-1 is 1.00%. The interest rate spread for the 2014 Series BB-2 is 1.20%. During the SIFMA Index Rate period, interest in the Notes is payable on the first business day of each month. The notes are subject to redemption prior to maturity at the option of the Authority at any time after June 15, 2019 and June 15, 2021, respectively, at a value equal to 100% of the principal amount of the Notes being redeemed plus accrued interest.

E. ADVANCE REFUNDINGS

When conditions warrant, the Authority sells various issues of bonds to provide for the refunding of previously issued obligations in order to achieve interest cost savings.

The proceeds received from the sales of the bond issues are used to currently refund the outstanding bond issues or to deposit in an irrevocable escrow fund held by an escrow agent an amount that, when combined with interest earnings thereon, will be at least equal to the sum of the first optional redemption date thereof and the premium required to redeem the bonds outstanding on such date. Accordingly, the Authority's assets and the liabilities for defeased bonds are not included in the Authority's financial statements. These transactions defeased the outstanding bond issues with a resultant reduction in annual debt service during the term of the issues.

There were no new refundings in fiscal year ended June 30, 2016.

As of June 30, 2016, the Authority has approximately \$3,475,030,000 bonds outstanding which have been previously defeased and are secured by investments held in escrow by the bond trustee. The escrow accounts are not controlled by the Authority. The bonds are considered extinguished and accordingly, the assets and related debt obligations are not reflected on the financial statements of the Authority.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

F. CONCENTRATION OF RISK AND UNCERTAINTIES

Cash and Equivalents

The Authority maintains cash and short-term investment balances which may exceed federally insured limits. It historically has not experienced any credit-related losses.

G. ADJUSTMENTS - RECONCILIATION OF DIFFERENCES BETWEEN THE GOVERNMENTAL FUNDS AND GOVERNMENT-WIDE FINANCIAL STATEMENTS

- (1) Unamortized bond discount is recorded as an asset (deferred charge) in the statement of net position and is amortized over the life of the debt. Amortization expense is recorded in the statement of activities. In governmental funds financial statements, bond discounts are expensed when incurred. Balances as of June 30, 2016, were:

Bond discount	\$ 11,730,085
Accumulated amortization	<u>(2,592,571)</u>
Total unamortized bond discount	<u>\$ 9,137,514</u>
Amortization expense	<u>\$ 419,125</u>

- (2) Long-term liabilities (bonds payable, notes payable and accrued interest payable) applicable to the Authority's governmental activities are not due and payable in the current period and accordingly are not reported as fund liabilities. All liabilities, both current and long-term, are reported in the statement of net position. Balances as of June 30, 2016, were:

Bonds payable (June 30, 2015)	\$ 16,420,831,527
Add issuance of bonds and notes	626,800,000
Less principal payments and reduction of Garvee Bonds	(488,065,000)
Add accretion of capital appreciation bonds	<u>161,317,227</u>
Total	<u>\$ 16,720,883,754</u>
Accrued interest payable	<u>\$ 28,972,519</u>

- (3) Bond and note proceeds contribute to the change in fund balance in governmental funds. In the government-wide statements, issuing debt increases long-term liabilities in the statement of net assets and does not affect the statements of activities.

Proceeds were received from:

2015 Series AA Notes	\$ 626,800,000
Total Proceeds	<u>\$ 626,800,000</u>

- (4) Repayment of bond principal is reported as an expenditure in governmental funds and thus reduces the net position/fund balance. For the Authority as a whole, the principal payments reduce the liabilities in the statement of net assets and do not result in an expense in the statement of activities. Principal payments, including amounts required for refunding bond issues, were made as follows:

Scheduled principal payments including Garvee Bonds	<u>\$ 488,065,000</u>
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NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

G. ADJUSTMENTS - RECONCILIATION OF DIFFERENCES BETWEEN THE GOVERNMENTAL FUNDS AND GOVERNMENT-WIDE FINANCIAL STATEMENTS (CONTINUED)

(5) Unamortized bond premium is recorded as deferred revenue (other liabilities) in the statement of net position and is amortized over the life of the debt. Amortization revenue is recorded in the statement of activities. In governmental funds financial statements, bond premiums are recognized as revenue when received. Balances as of June 30, 2016, were:

Bond premium	\$ 855,837,037
Accumulated amortization	<u>(287,389,241)</u>
Total unamortized bond premium	<u>\$ 568,447,796</u>
Amortization revenue	<u>\$ 43,684,502</u>

(6) Deferred gain on advanced refunding is recorded as deferred inflows of resources in the statement of net position and is amortized over the remaining life of the old debt or the life of new debt, whichever is shorter. Amortization revenue is recorded in the statement of activities. In governmental funds financial statements, deferred gain on advanced refunding is not applicable. Balances as of June 30, 2016, were:

Gain on advanced refunding	\$ 86,841,342
Accumulated amortization	<u>(75,327,871)</u>
Deferred gain on advanced refunding	<u>\$ 11,513,471</u>
Amortization revenue as component of interest expense	<u>\$ (1,564,583)</u>

(7) The adjustment related to current year bond activity, net, is comprised of the following:

Bond principal payments	\$ (488,065,000)
Garvee bond principal reimbursement	12,835,000
Bond premium	(12,594,618)
Net bonds and notes proceeds	636,879,905
Capital appreciation bonds	<u>161,317,227</u>
Current year bond activity, net	<u>\$ 310,372,514</u>

H. SUBSEQUENT EVENTS

The authorization for the existing TTF program expired on June 30, 2016 and discussions regarding the program's renewal were ongoing between the Legislature and the Administration to come to an agreement on a TTF re-authorization solution for Fiscal Year 2017 and beyond. Until such time, the Administration, through executive order, suspended all non-emergent road, bridge, and rail projects funded by the TTF to ration remaining funds as of June 30, 2016 for emergency use only.

On October 14, 2016 legislation to re-authorize the TTF was passed, with the Governor signing the pending legislation into law. In conjunction with this enacting legislation, an executive order was issued by the Governor to remove the prior moratorium on transportation projects. The new legislation includes a \$.23 per gallon increase in the fuel tax in support of a new eight year, \$16 billion capital projects program. Separately, and to support program costs during fiscal years 2017 and 2018, the Authority, on November 2, 2016, issued \$3.4 billion in Federal Highway Reimbursement Revenue Notes.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

NOTES TO FINANCIAL STATEMENTS

H. SUBSEQUENT EVENTS (CONTINUED)

In connection with the 2014 statement of claim in the matter of the Treasurer of the State of New Jersey and the NJ Transportation Trust Fund Authority vs. Goldman Sachs & Co. and UBS Financial Services regarding NJTTFA's 2003 Series B bonds and the interest rate swap entered into in connection with NJTTFA's 2003 Series B bonds (see Footnote D), a settlement was entered into with UBS Financial Services in November 2015 and a settlement was approved by the TTFA with Goldman Sachs & Co. in October 2016.

As a result, the FINRA arbitration litigation hold that was in place has been removed. All settlement funds received were and will be deposited into the State's General Fund.

SUPPLEMENTARY INFORMATION

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY
(A Component Unit of the State of New Jersey)

SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS

Year Ended June 30, 2016

	Transportation Improvement	Debt Service	Total
Cash Balances, June 30, 2015	\$ 124,353	\$ 604,082	\$ 728,435
RECEIPTS			
Motor fuel taxes	-	516,000,000	516,000,000
Commercial vehicle fees and taxes	-	215,000,000	215,000,000
Sales taxes	-	405,687,195	405,687,195
Build America Bond Credits	36,089,341	-	36,089,341
Operating transfers in	650,000	3,900,017	4,550,017
Total Receipts	36,739,341	1,140,587,212	1,177,326,553
DISBURSEMENTS			
Operating expenses and financial costs	94,275	-	94,275
Bond interest expense	-	665,013,968	665,013,968
Principal retirement of bonds payable	-	475,230,000	475,230,000
Cost of issuance	582,928	-	582,928
Operating transfers out	36,089,341	-	36,089,341
Total Disbursements	36,766,544	1,140,243,968	1,177,010,512
Cash Balances, June 30, 2016	\$ 97,150	\$ 947,326	\$ 1,044,476

Note: Cash balances consist of checking account activity only.

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the Honorable Chairperson and Members of
New Jersey Transportation Trust Fund Authority
A Component Unit of the State of New Jersey

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the accompanying financial statements of the governmental activities and each fund of the New Jersey Transportation Trust Fund Authority (the "Authority"), a component unit of the State of New Jersey, as of and for the year ended June 30, 2016, and the related notes to financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated November 28, 2016.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purposes of expressing our opinions on the financial statements but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. *A material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected or corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS (CONTINUED)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations and contracts, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Mercadim, P.C.
Certified Public Accountants

November 28, 2016