

**New Jersey Turnpike Authority
Financial Summary
For the Two Months Ended February 28, 2025**

	Actual YTD February	YTD Budget February	2025 Annual Budget
Total Revenue	\$ 398,177,000	\$ 389,466,000	\$ 2,673,400,000
Operating Expenses	120,962,000	145,071,000	783,906,000
Net Revenue	\$ 277,215,000	\$ 244,395,000	\$ 1,889,494,000
Debt Service Requirements - Net	155,129,000	155,130,000	936,600,000
Maintenance Reserve Fund	40,000	40,000	240,000,000
Special Reserve Fund	9,383,000	9,383,000	56,300,000
Debt Service Coverage	1.79	1.58	2.02
Total Requirements Coverage	1.68	1.49	1.53

The following un-audited results are for the two months ended February 28, 2025.¹ Based upon these results, revenues will be sufficient to satisfy the requirements of the Authority's Bond Resolution. For the twelve months ending December 31, 2025, the Authority is projected to have a debt service coverage ratio of 2.02 and a total requirements coverage ratio of 1.53.

The Authority's total revenue for the two months ended February 28, 2025, was \$398,177,000, which is \$8,711,000, or 2.2% above the 2025 year-to-date budget. Toll revenue was \$333,094,000, which is \$406,000, or 0.1%, below the 2025 year-to-date budget. Toll revenue is below budget due to two State of Emergency days in January 2025 caused by significant snowfall, along with three additional snow days in February. Additionally, the leap year affected revenue, as February 2025 had 28 days, compared to 29 days in February 2024. Gas prices averaged \$0.12/gallon lower in 2025 compared to the same period in 2024, and when compared to January 2025, gas prices remain unchanged. Investment income was \$7,055,000, or 72.7%, above budget due to higher invested balances. Fees were \$2,239,000, or 9.3% above the budget due to conservative budgeting in 2025. Miscellaneous revenue was \$110,000 or 3.5% below budget due to fiber optic adjustments.

For the two months ended February 28, 2025, traffic on the New Jersey Turnpike decreased 1.9% and toll revenue increased 3.8% compared to the same period in 2024. The decrease in toll transactions is primarily due to severe winter weather, and February 2025 having one less business day than February 2024. Toll revenue increased primarily due to the 3% annual toll rate indexing which went into effect on January 1, 2025. Also, when comparing to the same period in 2024, there is essentially a 6% toll increase, as the 3% increase in 2024 did not go into effect until March. The 2025 traffic and toll revenue budgets are based on the Authority's traffic engineering consultant's (CDM Smith) New Jersey Turnpike System 2024 Traffic and Toll Revenue Forecast Study dated August 6, 2024. CDM Smith projected a 1.1% decrease in traffic and a 3.6% increase in revenue as compared to the prior year. The actual results for the two months ended February 28, 2025, were below CDM's traffic projections, but exceeded CDM's revenue projections. When compared to the same period in 2019, pre-pandemic, traffic is down 3.9% but revenue is up 45.3% for the same period. Traffic has recovered to 96.1% of pre-pandemic levels. Through February 2025, the *E-ZPass* usage rate on the New Jersey Turnpike was 93.6%, an increase from 93.1% for the same period in 2024.

For the two months ended February 28, 2025, toll transactions on the Garden State Parkway decreased 3.1% and revenue increased 4.2% when compared to the same period in 2024. The decrease in toll transactions is mainly attributed to severe winter weather and February 2025 having one less business day than February 2024. In contrast, toll revenue increased primarily due to the 3% annual toll rate indexing. Also, when comparing to the same period in 2024, there is essentially a 6% toll increase, as the 3% increase in 2024 did not go into effect until March. The actual results fell short of the projected 0.6% decrease in toll transactions and did not meet CDM Smith's forecasted 5.4% increase in toll revenue. When compared to the same period in 2019, pre-pandemic, traffic is down 5.7% and revenue is up 35.9%. Traffic has recovered to about 94.3% of pre-pandemic levels. Through February 2025, the *E-ZPass* usage rate on the Garden State Parkway was 91.8%, an increase from 91.0% for the same period in 2024.

Operating expenses for the two months ended February 28, 2025, were approximately \$120,962,000, which is \$24,109,000 or 16.6% below the year-to-date budget. The Authority's operating expenses through February were below budget primarily due to lower than budgeted snow/severe weather costs, state police services, and banking services. This was partially offset by higher-than-budgeted health benefit reimbursements. Workers' compensation expenses exceeded the budget due to more claims than anticipated, and prescription plan costs are above budget because of increased usage of brand-name drugs at higher prices. The Authority spent a total of \$19,451,000 for snow and severe weather costs in 2025, with \$14,217,000 spent from the operating expense budget and an additional \$5,234,000 spent from the General Reserve Fund. All snow and severe weather costs are considered operating expenses and paid from the Revenue Fund, except for declared state of emergency events, which are

¹ These are un-audited results. Amounts and categories of revenue and expenses may change when audited.

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charged to the General Reserve Fund. New Jersey had two declared state of emergency events in January 2025. When excluding snow/severe weather costs and its budget, operating expenses for the two months are 7.6% below budget for 2025

Debt Service includes interest and principal payments on the Authority's outstanding bonds and is funded primarily through revenue and to a much lesser extent bond proceeds (capitalized interest). For the two months ended February 28, 2025, Debt Service totaled \$164,992,000, which was \$8,333,000 or 4.8% below budget as the 2025 Budget assumed a \$1.0 Billion bond issuance in January 2025, which to date has not been required. Total Debt Service through February included \$97,733,000 in interest payments and \$67,259,000 in principal payments. Net Debt Service (funded from revenue, net of capitalized interest) was \$155,129,000 for the two months and meets the budget. The 2025 annual debt service budget includes approximately \$936,600,000 of debt service funded from revenue (net debt service), and the remaining \$109,600,000 of debt service funded from bond proceeds (capitalized interest), for a total debt service budget of \$1,046,200,000.

The General Reserve Fund includes all contractual payments subordinate to bondholders and expenditures for any other corporate purpose. The General Reserve Fund spending totaled \$104,987,000 for the two months ended February 28, 2025, which was \$12,266,000, or 10.5% below the year-to-date budget. Spending consisted primarily of \$80,000,000 for the 2021 State Public Transportation Projects Funding Agreement, \$3,667,000 for the Transportation Trust Fund, and \$3,333,000 for the 2023 State Public Transportation Projects Funding Agreement. Also included are \$10,000,000 in transfers to the Supplemental Capital program in the Construction Fund.

The Capital Budget, which is funded by revenue, consists of the Maintenance Reserve Fund, Special Project Reserve Fund, and the Supplemental Capital Program. For the two months ended February 28, 2025, total expenditures were approximately \$19,171,000, which was 43.2% of the 2025 year-to-date spending budget. Expenditures included \$2,344,000 for Service Area Improvements Phase 5, \$2,041,000 for TPK Resurfacing Mileposts 54-60 Section 7, and \$1,992,000 for State Police Vehicles (2024). In addition to these expenditures, there are open contracts and commitments totaling approximately \$391,195,000.

The Construction Fund, which is funded from bond proceeds, consists of the 2024-2028 Capital Improvement Program, the 2019 Capital Improvement Program, and the 2008 \$7 Billion Capital Improvement Program. For the two months ended February 28, 2025, total expenditures were approximately \$40,044,000, which was 24.7% of the 2025 year-to-date spending budget. Total expenditures included \$5,313,000 for TPK Bridge Repairs W110_111_112, \$2,367,000 for Passaic River Bridge Rehabilitation, and \$338,000 for NBHCE Bridge Re-decking. In addition to these expenditures, there are open contracts and commitments totaling approximately \$1,609,042,000.