

**New Jersey Turnpike Authority**  
**Financial Summary**  
**For the Month Ended January 31, 2025**

	<b>Actual YTD January</b>	<b>YTD Budget January</b>	<b>2025 Annual Budget</b>
<b>Total Revenue</b>	\$ 206,015,000	\$ 199,383,000	\$ 2,673,400,000
<b>Operating Expenses</b>	59,083,000	72,798,000	783,906,000
<b>Net Revenue</b>	<hr/> \$ 146,932,000	<hr/> \$ 126,585,000	<hr/> \$ 1,889,494,000
<b>Debt Service Requirements - Net</b>	77,565,000	77,565,000	936,600,000
<b>Maintenance Reserve Fund</b>	20,000,000	20,000,000	240,000,000
<b>Special Reserve Fund</b>	4,692,000	4,692,000	56,300,000
<b>Debt Service Coverage</b>	1.89	1.63	2.02
<b>Total Requirements Coverage</b>	1.44	1.24	1.53

The following un-audited results are for the month ended January 31, 2025.<sup>1</sup> 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 month ended January 31, 2025, was \$206,015,000, which is \$6,632,000, or 3.3% above the 2025 year-to-date budget. Toll revenue was \$172,236,000, which is \$1,136,000, or 0.7%, above the 2025 year-to-date budget. Toll revenue is above budget primarily due to the 3% annual toll rate indexing, which went into effect on January 1, 2025. Despite being above budget, toll revenue was negatively impacted due to two State of Emergency days in January 2025 caused by significant snowfall, which resulted in an approximate \$2.4 million revenue loss. Gas prices averaged \$0.05/gallon lower in 2025 compared to the same period in 2024, and when compared to December 2024, gas prices in January increased \$0.07/gallon. Investment income was \$4,201,000, or 82.4%, above budget due to higher invested balances. Fees were \$1,599,000, or 13.2% above the budget due to conservative budgeting in 2025. Miscellaneous revenue was \$218,000 or 13.6% below budget due to fiber optic adjustments.

For the month ended January 31, 2025, traffic on the New Jersey Turnpike increased 1.5% and toll revenue increased 6.7% compared to the same period in 2024. The increase in toll transactions can be attributed to greater passenger car travel and normal growth. Toll revenue increased primarily due to the increase in traffic as well as the 3% annual toll rate indexing which went into effect on January 1, 2025. Also, when comparing January 2025 to 2024, there is essentially a 6% toll rate 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 0.9% increase in traffic and a 5.7% increase in revenue as compared to the prior year. The actual results for the month ended January 31, 2025, were above CDM's projections. When compared to the same period in 2019, pre-pandemic, traffic is down 3.4% but revenue is up 44.5% for the same period. Traffic has recovered to 96.6% of pre-pandemic levels. Through January 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 month ended January 31, 2025, toll transactions on the Garden State Parkway increased 0.7% and revenue increased 8.2% when compared to the same period in 2024. The increase in toll transactions is primarily due to greater passenger car travel, while toll revenue increased mainly due to the increase in toll transactions as well as the 3% annual toll rate indexing. Also, when comparing January 2025 to 2024, there is essentially a 6% toll rate increase, as the 3% increase in 2024 did not go into effect until March. The actual results fell short of the projected 2.0% increase in toll transactions, but surpassed CDM Smith's projected 8.1% increase in toll revenue. When compared to the same period in 2019, pre-pandemic, traffic is down 5.3% and revenue is up 36.2%. Traffic has recovered to about 94.7% of pre-pandemic levels. Through January 2025, the *E-ZPass* usage rate on the Garden State Parkway was 91.8%, an increase from 91.1% for the same period in 2024.

Operating expenses for the month ended January 31, 2025, were approximately \$59,083,000, which is \$13,715,000 or 18.8% below the year-to-date budget. The Authority's operating expenses through January were below budget primarily due to lower than budgeted snow/severe weather costs, 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 \$5,243,000 for snow and severe weather costs in 2025 from the operating expense budget. 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 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 month are 6.9% below budget for 2025.

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

**Financial Summary  
For the Month Ended January 31, 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 month ended January 31, 2025, Debt Service totaled \$82,496,000, which was \$4,167,000 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. Debt service through January included \$48,866,000 in interest payments and \$33,630,000 in principal payments. Net debt service (funded from revenue, net of capitalized interest) was \$77,565,000 for the month 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 \$50,028,000 for the month ended January 31, 2025, which was \$8,181,000, or 13.8% below budget. Spending consisted primarily of \$40,000,000 for the 2021 State Public Transportation Projects Funding Agreement, \$1,833,000 for the Transportation Trust Fund, and \$1,667,000 for the 2023 State Public Transportation Projects Funding Agreement. Also included are \$5,000,000 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 month ended January 31, 2025, total expenditures were approximately \$9,378,000, which was 41.6% of the 2025 spending budget. Expenditures included \$2,189,000 for Service Area Improvements Phase 5, \$1,801,000 for State Police Vehicles (2024), and \$763,000 for TPK Bridge Repairs and Resurfacing along Mileposts 92-122 and the Newark Bay-Hudson County Extension. In addition to these expenditures, there are open contracts and commitments totaling approximately \$397,515,000.

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 month ended January 31, 2025, total expenditures were approximately \$12,085,000, which was 14% of the 2025 spending budget. Total expenditures included \$2,436,000 for TPK Deck Reconstruction Mileposts 98.48 to 98.76, \$698,000 for GSP Shoulder Widening Reconstruction Mileposts 30 to 35, and \$211,000 for Newark Bay-Hudson County Extension Bridge Redecking. In addition to these expenditures, there are open contracts and commitments totaling approximately \$1,596,124,000.