

**New Jersey Turnpike Authority
Financial Summary
For the Two Months Ended February 28, 2019**

ACTUAL REVENUE - January - February	\$	274,283,000
ESTIMATED REVENUE - March - December		1,559,122,000
Budgeted Annual Revenue	\$	1,833,405,000
 BUDGETED ANNUAL OPERATING EXPENSES	 \$	 582,071,000
Budgeted Net Revenue	\$	1,251,334,000
 DEBT SERVICE REQUIREMENTS		 832,823,000
SPECIAL PROJECT RESERVE FUND		41,300,000
MAINTENANCE RESERVE FUND		131,468,000

The following un-audited results are for the two months ended February 28, 2019.¹ 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, 2019, the Authority is projected to have a debt service coverage ratio of 1.50 and a total requirements coverage ratio of 1.24.

The Authority's total revenue for the two months ended February 28, 2019 was \$274,283,000, which is \$15,437,000, or 6.0%, above the 2019 Budget. Toll revenue was \$233,001,000, which is \$9,392,000, or 4.2%, greater than the 2019 budget. Toll revenue is greater than budget primarily due to stronger than projected commercial traffic growth on the New Jersey Turnpike, lower gas prices, and mild winter weather. Gas prices averaged \$0.29/gallon lower in the first two months of 2019 as compared to the same period in 2018. The increase in total revenue was also due in part to higher than anticipated income from investments. Income from investments, which totaled \$6,861,000, was \$2,820,000 or 69.8% above the 2019 budget due to higher yields on investments due to an increase in short-term interest rates and higher invested balances.

For the two months ended February 28, 2019, traffic on the New Jersey Turnpike increased 2.1% and toll revenue increased 1.7% as compared to the same period in 2018. Toll transactions and revenue increased primarily due to mild winter weather, normal growth, favorable economic conditions, lower gas prices, and strong commercial traffic. Toll transactions and revenue increased despite the Pulaski Skyway reopening to two-way traffic on July 2nd, 2018, which would allow some traffic to leave the Turnpike for the free route. CDM Smith, the Authority's traffic engineering consultant, released a new toll revenue forecast study dated September 27, 2018. CDM Smith projected 2019 annual traffic to decrease 1.4% and revenue to decrease 0.6%. The actual results for the two months ended February 28, 2019 have exceeded CDM Smith's projections of a 4.5% decrease in traffic and a 2.8% decrease in revenue. Through February 2019, the *E-ZPass* usage rate on the New Jersey Turnpike was 87.2%, an increase from 86.1% for the same period in 2018.

For the two months ended February 28, 2019, toll transactions on the Garden State Parkway decreased 2.2% and revenue increased 0.9% when compared to the same period in 2018, due mainly to less severe winter weather in 2019 compared to 2018 as well as normal growth and lower gas prices. Toll transactions decreased due to Interchange 145 (East Orange) being converted to one-way tolling on July 26th, 2018. Transactions are now only counted in one direction. When adjusting for one-way tolling, toll transactions would have increased by 0.7%. CDM Smith projected 2019 annual traffic to decrease 1.5% and revenue to increase 0.3%. The actual results for the two months ended February 28, 2019 were above CDM's projections of a decrease of 5.2% in toll transactions and a decrease of 1.9% in toll revenue. Through February 2019, the *E-ZPass* usage rate on the Garden State Parkway was 84.8%, an increase from 82.6% for the same period in 2018.

Operating expenses for the two months ended February 28, 2019 were approximately \$88,202,000, which was 89.1% of the year-to-date budget. The Authority's operating expenses through February were under budget primarily due to lower than budgeted snow and severe weather costs charged to operating expenses. The Authority spent a total of \$17,149,000 for snow and severe weather costs in 2019, with \$9,315,000 spent from the operating expense budget and an additional \$7,834,000 spent from the General Reserve Fund. All snow and severe weather costs are charged to the operating expense budget except for declared state of emergency events, which are charged to the General Reserve Fund. For the two months ended February 28, 2019, snow and severe weather costs charged to operating expenses were approximately \$7,327,000 under budget. Discretionary spending and budgetary guidelines will be closely monitored and adhered to through the remainder of the year in order to control operating expenses.

The Capital Budget consists of Supplemental Capital, Maintenance Reserve, and Special Project Reserve Funds. For the two months ended February 28, 2019, total expenditures were approximately \$14,022,000. Expenditures included \$1,457,000 for Parkway Bridge Repairs, \$1,392,000 for Turnpike Resurfacing, and \$1,269,000 for Concrete Barrier Repairs. In addition to the Capital Budget spending, the General Reserve Fund expenses totaled \$45,171,000 and consisted primarily of \$29,833,000 for the State Transportation Projects Funding Agreement 2016-2021, \$7,834,000 for Extraordinary Events (state of emergency weather events), \$3,667,000 for the Transportation Trust Fund Agreement and \$2,500,000 for Other Post-Employment Benefits.

Total expenditures in the Construction Fund for the two months ended February 28, 2019 were approximately \$23,373,000. Expenses included \$7,083,000 for NBHCE Bridge Re-decking, \$3,695,000 for the Authority's Phase I Facilities Improvements project, and \$2,892,000 for Turnpike and Parkway Interchange Improvements. In addition to these expenditures, there are open contracts and commitments totaling approximately \$501,230,000. Total expenditures from the Revenue Funded Construction Fund for the two months ended February 28, 2019 were approximately \$382,000. Expenses include \$174,000 for the Laderman Bridge Repair Project.

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