

**New Jersey Turnpike Authority
Financial Summary
For the Five Months Ended May 31, 2025**

	Actual YTD May		YTD Budget May		2025 Annual Budget
Total Revenue	\$ 1,091,102,000	\$	1,059,615,000	\$	2,673,400,000
Operating Expenses	289,917,000		313,064,000		783,906,000
Net Revenue	\$ 801,185,000	\$	746,551,000	\$	1,889,494,000
Debt Service Requirements - Net	387,824,000		387,824,000		936,600,000
Maintenance Reserve Fund	100,000,000		100,000,000		240,000,000
Special Reserve Fund	23,458,000		23,458,000		56,300,000
Debt Service Coverage	2.07		1.92		2.02
Total Requirements Coverage	1.57		1.46		1.53

The following un-audited results are for the five months ended May 31, 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 five months ended May 31, 2025, was \$1,091,102,000, which is \$31,487,000, or 3.0% above the 2025 year-to-date budget. Toll revenue was \$921,189,000, which is \$2,189,000, or 0.2%, above the 2025 year-to-date budget. Toll revenue is greater than budget primarily due to the increase in commercial transactions over projections on the Turnpike. Commercial transactions in May 2025 were the highest monthly total for each roadway to date in 2025. Despite being above budget, toll revenue was negatively impacted by two State of Emergency days in January 2025 due to significant snowfall, as well as three additional snow days in February. The leap year also affected results, with February 2025 having 28 days compared to 29 in 2024. Additionally, May 2025 included one more weekend day than the prior year, which negatively impacted results, as weekend days have lower overall and commercial traffic than weekdays. Gas prices are \$0.54/gallon lower in 2025 compared to the same period in 2024, and when compared to April 2025, gas prices in May decreased \$0.03 per gallon. Investment income was \$19,442,000, or 78.4%, above budget due to higher invested balances. Fees were \$6,298,000, or 10.4% above the budget due to conservative budgeting in 2025. Miscellaneous revenue was \$2,466,000 or 31.6% above budget due to approximately \$2.8M in 2024 PNC variable rent from the Arts Center, which was offset by lower fiber lease revenue.

For the five months ended May 31, 2025, traffic on the New Jersey Turnpike decreased 0.4% and toll revenue increased 3.7% compared to the same period in 2024. The decrease in toll transactions is driven by a decrease in passenger traffic which is attributed to severe winter weather. Despite the overall decrease, commercial transactions remain strong, with the ports having seen a 9% increase in cargo volumes, which has had a positive effect. Toll revenue increased primarily due to the 3% annual toll rate indexing which went into effect on January 1, 2025. Also, when comparing the first two months of the year, 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 0.1% increase in traffic and a 3.4% increase in revenue as compared to the prior year. The actual results for the five months ended May 31, 2025, did not meet CDM Smith's traffic projections; however, toll revenue surpassed the forecast. Through May 2025, the *E-ZPass* usage rate on the New Jersey Turnpike was 93.4%, an increase from 93.0% for the same period in 2024.

For the five months ended May 31, 2025, toll transactions on the Garden State Parkway decreased 1.1% and revenue increased 4.0% when compared to the same period in 2024. The decrease in toll transactions is attributed to severe winter weather. In contrast, toll revenue increased primarily due to the 3% annual toll rate indexing. Also, for the first two months of 2025, there is essentially a 6% toll increase, as the 3% increase in 2024 did not go into effect until March. While toll transactions fell short of the projected 0.3% increase in toll transactions, toll revenue exceeded CDM Smith's forecasted 3.9% growth. Through May 2025, the *E-ZPass* usage rate on the Garden State Parkway was 91.9%, an increase from 91.1% for the same period in 2024.

Operating expenses for the five months ended May 31, 2025, were approximately \$289,917,000, which is \$23,147,000 or 7.4% below the year-to-date budget. The Authority's operating expenses through May were below budget primarily due to lower salaries due to existing vacancies and pension expenses due to vacancies and prior period adjustments. To a lesser extent, lower electronic toll collection costs and state police expenses contributed to the favorable variance. This was partially offset by higher-than-budgeted health benefit costs. Workers' compensation expenses exceeded the budget due to more claims than anticipated, and Direct Access plans are overbudget due to increased utilization rates. The Authority spent a total of \$24,952,000 on snow and severe weather costs in 2025, with \$19,718,000 spent from the operating expense budget and an additional \$5,234,000 spent

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

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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 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 five months are 8.6% 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 five months ended May 31, 2025, Debt Service totaled \$412,480,000, which was \$20,833,000 or 4.8% below year-to-date budget as the 2025 Budget assumed a \$1.0 Billion bond issuance in January 2025. At the end of May 2025, the Authority was in the process of issuing \$750 million in new debt and several refundings. Total Debt Service through May included \$244,332,000 in interest payments and \$168,148,000 in principal payments. Net Debt Service (funded from revenue, net of capitalized interest) was \$387,824,000 for the five 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 \$263,639,000 for the five months ended May 31, 2025, which was \$24,135,000, or 8.4% below the year-to-date budget. Spending consisted primarily of \$200,000,000 for the 2021 State Public Transportation Projects Funding Agreement, \$9,167,000 for the Transportation Trust Fund, and \$8,333,000 for the 2023 State Transportation Agreement. Also included are \$29,422,000 in transfers to the Supplemental Capital program and other 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 five months ended May 31, 2025, total expenditures were approximately \$84,567,000, which was 56.7% of the 2025 year-to-date spending budget. Expenditures included \$5,272,000 for TPK Bridge Repairs along Mileposts 92-122/NBHC (2025), \$5,178,000 for TPK Bridge Repairs along Mileposts 92-122/NBHC (2024), and \$4,198,000 for GSP Bridge Repairs along Mileposts 0-126 (2024). In addition to these expenditures, there are open commitments totaling approximately \$391,554,000.

The Construction Fund, which is funded from bond proceeds, consists of the 2025-2029 Capital Improvement Program, the 2019 Capital Improvement Program, and the 2008 \$7 Billion Capital Improvement Program. For the five months ended May 31, 2025, total expenditures were approximately \$165,628,000, which was 40.9% of the 2025 year-to-date spending budget. Total expenditures included \$19,442,000 for TPK Bridge Rehabilitation W 107 E107 84N&S, \$13,805,000 for TPK Deck Reconstruction 98.48 to 98.76, and \$13,378,000 for TPK Bridges W 110 111 112. In addition to these expenditures, there are open commitments totaling approximately \$1,683,966,000.