

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY

Minutes of the meeting of the New Jersey Transportation Trust Fund Authority (“Authority” or “NJTTFA”) held via Microsoft Teams from the Office of the Commissioner in the Main Office Building of the New Jersey Department of Transportation (“NJDOT”), 1035 Parkway Avenue, Trenton, New Jersey on April 17, 2025, at 11:00 AM (ET).

The following Authority Board members were present:

- Francis K. O’Connor, NJTTFA Chairperson / NJDOT Commissioner
- David Moore, NJTTFA Treasurer / Director, Office of Public Finance, NJ Department of the Treasury (Designee for the Honorable Elizabeth Maher Muoio, New Jersey State Treasurer)
- Khalid Anjum, NJTTFA Public Member
- Robert Briant, Jr., NJTTFA Public Member
- Gregory Lalevee, NJTTFA Public Member,

Constituting a quorum of the Members of the Authority.

There were also present:

- Charles Maciejunes, NJTTFA Executive Director / NJDOT Chief Financial Officer
- Naileen Rodriguez, NJTTFA Comptroller, NJDOT
- Raquel Del Valle, NJTTFA Secretary, NJDOT
- Kimberly Minter, NJTTFA Assistant Secretary, NJDOT
- Anthony Longo, NJTTFA Assistant Treasurer, NJ Department of the Treasury
- Brian McGarry, Deputy Attorney General, NJ Attorney General’s Office
- Jessica O’Connor, NJ Governor’s Authorities Unit
- Joseph Bertoni, Deputy Commissioner, NJDOT
- Christopher Feintheil, Assistant Commissioner of Operations, NJDOT

- Kelly Hutchinson, Assistant Commissioner of Administration, NJDOT
- Parth Oza, Assistant Commissioner of Capital Program Management, NJDOT
- Eric Powers, Assistant Commissioner of Statewide Planning, Safety and Capital Investment, NJDOT
- Laine Rankin, Assistant Commissioner of Local Resources and Community Development, NJDOT
- Steven Morley, Director, Division of Budget, NJDOT
- Nisharg Dalwadi, Manager, Capital Program Management, NJDOT
- Dennis Fitzgerald, Division of Information Technology, NJDOT
- Clorissa Torres, Division of Information Technology, NJDOT
- Member(s) of the Public (Intermittently)

Chairperson Francis K. O'Connor presided at the meeting and Secretary Raquel Del Valle kept the minutes.

Chairperson Francis K. O'Connor convened the meeting at 11:04 AM. He introduced himself and made the following statement: *"I wish to announce that adequate notice of today's meeting of the New Jersey Transportation Trust Fund Authority has been provided in accordance with the Open Public Meetings Act. Notice was filed with the Secretary of State. This notice was e-mailed and mailed to five newspapers of general distribution (The Trentonian, Trenton Times, Courier Post, Star Ledger, and the Atlantic City Press); posted on the Authority's website and posted in the main entrance of the New Jersey Department of Transportation's Headquarters in Ewing, New Jersey."*

Secretary Raquel Del Valle called the roll. The following Board members acknowledged their presence: Francis K. O'Connor, Khalid Anjum, Robert Briant Jr., Gregory Lavee, and David Moore. Jack Kocsis, Jr. and Nelson Ferreira were not present. Secretary Raquel Del Valle confirmed that a quorum was present.

Chairperson Francis K. O'Connor reminded Board members to identify themselves before making or seconding a motion due to the virtual setting of the meeting.

Chairperson Francis K. O'Connor reminded everyone that public comment will be limited to three minutes per person, members of the public may speak on topics related to the NJTTFA, and they should identify themselves before they begin.

Chairperson Francis K. O'Connor opened the floor for public comment.

There were no public comments.

Chairperson Francis K. O'Connor called the first order of business by requesting a motion to adopt the resolution approving the minutes of the actions taken at the January 16, 2025, Board meeting of the Authority.

Gregory Lalevee moved to approve the following resolution:

***WHEREAS**, Article II, Section 2 of the By-laws of the New Jersey Transportation Trust Fund Authority (the "Authority") provides that the minutes of actions taken at the meetings of the Authority be approved by the Authority.*

***NOW, THEREFORE, BE IT RESOLVED**, that the minutes taken at the meeting of January 16, 2025, of the New Jersey Transportation Trust Fund Authority are hereby approved.*

The motion was seconded by Robert Briant Jr. and adopted on a call of roll as follows:

AYE: 5

NAY: 0

ABSTAIN: 0

ABSENT: 2

Chairperson Francis K. O'Connor moved on to the next order of business: the election of officers for the Authority for Fiscal Year 2026.

Chairperson Francis K. O'Connor nominated Gregory Lalevee for the position of Vice Chairperson. There were no other nominations. Robert Briant, Jr. moved to elect Gregory Lalevee

to serve as Vice Chairperson of the Authority for Fiscal Year 2026. The motion was seconded by Khalid Anjum and adopted on a call of roll as follows:

AYE: 5
NAY: 0
ABSTAIN: 0
ABSENT: 2

Chairperson Francis O'Connor nominated David Moore for the position of Treasurer. There were no other nominations. Gregory Lalevee moved to elect David Moore to serve as Treasurer of the Authority for Fiscal Year 2026. The motion was seconded by Khalid Anjum and adopted on a call of roll as follows:

AYE: 5
NAY: 0
ABSTAIN: 0
ABSENT: 2

Chairperson Francis O'Connor nominated Raquel Del Valle for the position of Secretary. There were no other nominations. Gregory Lalevee moved to elect Raquel Del Valle to serve as Secretary of the Authority for Fiscal Year 2026. The motion was seconded by Khalid Anjum and adopted on a call of roll as follows:

AYE: 5
NAY: 0
ABSTAIN: 0
ABSENT: 2

For the next order of business, Chairperson Francis K. O'Connor requested a motion to adopt the resolution appointing Kimberly Minter to the position of Assistant Secretary, Anthony Longo to the position of Assistant Treasurer, and Naileen Rodriguez to the position of Comptroller.

Robert Briant Jr. moved to approve the following resolution:

***WHEREAS**, the New Jersey Transportation Trust Fund Authority (the "Authority") has been created and exists pursuant to the provisions of the New Jersey Transportation Trust Fund Authority Act, P.L. 1984, c. 73, N.J.S.A. 27:1B-1 et seq., as amended (the "Act"); and*

***WHEREAS**, the Authority is authorized, pursuant to Article V, Section 4 of the Authority's By-Laws, to appoint an Assistant Secretary; and*

***WHEREAS**, the Authority is authorized, pursuant to Article V, Section 6 of the Authority's By-Laws, to appoint an Assistant Treasurer; and*

***WHEREAS**, the Authority is authorized, pursuant to Article IV, Section 1 of the Authority's By-Laws, to appoint a Comptroller; and*

***WHEREAS**, it is in the best interest of the Authority to appoint persons to serve as Officers of the Authority in the positions of: Assistant Secretary, Assistant Treasurer, and Comptroller.*

***NOW, THEREFORE, BE IT RESOLVED**, that the Authority appoints the following individuals to serve as Officers of the Authority for Fiscal Year 2026:*

*Kimberly Minter as Assistant Secretary,
Anthony Longo as Assistant Treasurer, and
Naileen Rodriguez as Comptroller.*

The motion was seconded by Gregory Lalevee and adopted on a call of roll as follows:

AYE: 5
NAY: 0
ABSTAIN: 0
ABSENT: 2

Chairperson Francis K. O'Connor moved on the next order of business by calling upon Executive Director Charles Maciejunes to provide an overview of the Authority's proposed Financial Plan for Fiscal Year 2026, which by law must be submitted to the Governor, the Senate, the General Assembly, and the Transportation Policy Review Board. This plan outlines the financing strategy that will apply to the highway and transit projects that are proposed for Fiscal Year 2026.

Mr. Maciejunes stated: *"By law, the Authority must adopt a Financial Plan each year that reports prior results; estimates of upcoming bond issuances; funding sources; amounts to be appropriated and expended; and anticipated obligations for future expenditures. I will now highlight specific sections within the plan."*

On page 2, the plan summarizes several amendments to the New Jersey Transportation Trust Fund Act as a result of the 2024 reauthorization. The legislation authorized a total of \$10.367 billion in capital program appropriations through Fiscal Year 2029. Funding sources continue to include the gas tax, the Sales and Use Tax, and contributions from toll road authorities, while an additional funding source is revenues from a new registration fee on electric vehicles. This registration fee for Fiscal Year 2025 is \$250 and increases by an additional \$10 each year, capping at \$290 in Fiscal Year 2029. Finally, the legislation extended and increased the Authority's bonding authorization to \$15.6 billion through Fiscal Year 2029, an increase of \$3.6 billion from the \$12.0 billion established within the prior legislation.

The Summary of Operations, found on page 3, details the resources, uses, and net balance for Fiscal Years 1985-2024 and the estimated results for Fiscal Year 2025. For Fiscal Years 1985-2024, the results of operations resulted in a net balance of negative \$5.9 billion. For Fiscal Year 2025, the estimated results are \$3.7 billion in total resources and \$3.8 billion in total uses, resulting in a balance of negative \$28.8 million. When combined, the actual and estimated results of operations are projected at an aggregate net balance of negative \$6 billion at the end of Fiscal Year 2025.

As we have shared previously, as transportation capital costs, particularly large road and bridge construction projects are paid out over several years or more, it is important to note that the aggregate net balance of negative \$5.9 billion for Fiscal Years 1985-2024, and the projected net balance of negative \$6 billion through Fiscal Year 2025, reflects the fact that the Authority's practice is to only issues bonds or notes to meet projected annual cash flow obligations, not the full value of capital program appropriations. Therefore, the Authority issues debt only to the extent necessary to fund operational need.

Next, I would like to discuss the Fiscal Year 2026 Capital Program Appropriations. As reflected within the chart found on page 4, the \$2 billion recommended in the Governor's Budget Message for the State portion of the Capital Program is distributed as follows: \$833 million allocated to NJDOT; \$767 million allocated to New Jersey Transit; and \$400 allocated to NJDOT's Local Aid Program.

Also on this page are the Authority's Fiscal Year 2026 Revenue Appropriations. As reflected within the chart, revenue from the Motor Fuels Tax is anticipated at \$465.8 million, and revenue from the Petroleum Products Gross Receipts Tax (PPGRT) is anticipated at \$849 million, while revenue from the Sales and Use Tax and contributions from Toll Road Authorities remain at \$200 million and \$12 million, respectively. This results in a total revenue appropriation of \$1,526,794,000, a collective decrease of \$131.4 million (7.9%) from the amount appropriated in Fiscal Year 2025. This decrease is reflective of an anticipated reduced debt service need in Fiscal Year 2026.

I would now like to discuss the Statutory Debt Limit chart found on page 5. The New Jersey Transportation Trust Fund Authority Act as amended in March 2024, provides for the issuance of up to \$15.6 billion in Transportation Program Bonds between Fiscal Years 2017 through Fiscal Year 2029. Through March of the current Fiscal Year, the Authority has utilized a total of \$8.5 billion of authorization, which results in a remaining balance of \$7.1 billion in unused authorization through Fiscal Year 2029.

Continuing this topic on page 6, the plan notes that the Authority expects to issue an estimated \$1.5 billion in new money bonds. As stated before, bonds issued for refunding purposes are not subject to the statutory debt limit, except for net premiums received in connection with Program

Bond issuances. Both the principal amounts and net premium amounts are reflected within the table on page 5.

I would now like to discuss the Fiscal Year 2026 Statement of Anticipated Changes in Cash Position found on page 7. The cash balance on July 1, 2025 is estimated at \$787 million. After accounting for the revenue appropriations, deposits to the subaccount for capital reserves, bond proceeds, and other smaller resources, total receipts are projected at \$3.911 billion, against total disbursements of \$3.843 billion for capital projects, debt service and operating expenses. This resulting cash balance at the end of Fiscal Year 2026 is projected at \$855 million.

Finally, regarding the Authority's operating budget, the chart found on the bottom of this page provides a breakdown of the estimated expenses totaling \$72,900, comprised primarily of professional and trustee service fees.

I would also like to point out that the resolution being voted on today will reflect the financial plan draft that was included in the revised agenda package which was distributed yesterday on April 16, 2025."

Mr. Maciejunes opened the floor to any discussion or questions.

There being no further discussion, Chairperson Francis K O'Connor requested a motion to adopt the resolution approving the Fiscal Year 2026 Financial Plan and authorizing its submission to the Commissioner of the Department of Transportation for submission to the Governor, the Senate, the General Assembly, and the Transportation Policy Review Board, attached hereto as Agenda Item F.

Robert Briant Jr. moved to approve the resolution. The motion was seconded by Gregory Lalevee and adopted on a call of roll as follows:

AYE: 5
NAY: 0

ABSTAIN: 0

ABSENT: 2

Chairperson Francis K. O'Connor moved on to the next order of business: an update on the NJDOT's Fiscal Year 2025 Capital Program. He called upon Parth Oza, Assistant Commissioner of Capital Program Management, to provide the update.

Mr. Oza stated, *"Thank you Commissioner, and thank you for the opportunity to provide you an update on our capital program. As everyone knows, last year the department delivered a record \$1.2 billion in new construction awards on top of \$381 million in professional service agreements. We're maintaining that momentum and at the start of the current fiscal year, we projected another robust capital program with another billion plus dollars in construction awards, and close to \$400 million in professional service awards. I'm going to pass it over to my colleague, Nisharg Dalwadi, who will go through some of the details, but I'm confident to say with about 2 1/2 months left of the fiscal year, we're going to achieve those goals."* Mr. Oza turned the presentation over to Nisharg Dalwadi, Manager, Capital Program Management.

Mr. Dalwadi provided a presentation detailing the status of the State Fiscal Year 2025 Transportation Capital Program. The total value of \$4.852 billion included \$3.173 billion for NJDOT and \$1.679 billion for New Jersey Transit. He provided a breakdown of the project awards by categories such as "Bridge" and "Pavement." He illustrated the initial baseline plan showing the number and value of projects to be delivered month-by-month. As of April 10, 2025, 96 projects valued at \$1.03 billion, or 87%, of 112 planned projects valued at \$1.18 billion had been advertised, bid, or awarded. He highlighted several high-value projects along with their status. Finally, he noted that 123 selections valued at \$443.3 million, or 111%, out of 131 planned awards valued at \$399 million for professional services had been selected through April 10, 2025.

Chairperson Francis K. O'Connor opened the floor for any discussion.

There being no further business or discussion, Chairperson Francis K O'Connor asked for a motion to adjourn the meeting. Gregory Lalevee moved that the April 17, 2025, meeting of the Authority be adjourned. The motion was seconded by Khalid Anjum and carried by unanimous voice vote.

The April 17, 2025, meeting of the New Jersey Transportation Trust Fund Authority ended at approximately 11:27 AM.

Respectfully Submitted,

Raquel Del Valle

Raquel Del Valle
NJTTFA Secretary

AGENDA ITEM F

APPROVAL OF AUTHORITY'S FINANCIAL PLAN FOR FISCAL YEAR 2026

The attached resolution approves the Authority's financial plan for Fiscal Year 2026. It also authorizes the Authority to forward the financial plan to the Commissioner of the Department of Transportation for submission to the Governor, the Senate, the General Assembly, and the Transportation Policy Review Board.

**RESOLUTION OF THE NEW JERSEY TRANSPORTATION TRUST FUND
AUTHORITY APPROVING THE FISCAL YEAR 2026 FINANCIAL PLAN AND
AUTHORIZING THE SUBMISSION OF THE FISCAL YEAR 2026 FINANCIAL PLAN
TO THE COMMISSIONER OF THE DEPARTMENT OF TRANSPORTATION FOR
SUBMISSION TO THE GOVERNOR, THE SENATE, THE GENERAL ASSEMBLY,
AND THE TRANSPORTATION POLICY REVIEW BOARD**

WHEREAS, by virtue of the provisions of Chapter 73 of the Laws of New Jersey of 1984, as amended (the "Act"), N.J.S.A. 27:1B-1 et seq., the New Jersey Transportation Trust Fund Authority (the "Authority") is authorized to issue its bonds, notes, and other obligations (collectively, the "Obligations") from time to time and to sell such Obligations at public or private sale at a price or prices and in a manner as the Authority shall determine; and

WHEREAS, pursuant to the Act, the Commissioner of the Department of Transportation is required to submit a report to the Governor, the Senate, the General Assembly, and the Transportation Policy Review Board, which report shall contain, among other things, a description of the projects to be financed in the ensuing fiscal year and a financial plan designed to implement the financing of the proposed projects; and

WHEREAS, on April 17, 2025, the Authority discussed the proposed financing plan for transportation projects for Fiscal Year 2026, attached hereto as Exhibit A (the "Fiscal Year 2026 Financial Plan"); and

WHEREAS, the Authority has determined that it is desirable and in the best interest of the Authority to adopt the Fiscal Year 2026 Financial Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The recitals of this Resolution are incorporated herein by reference as if set forth at length herein.
2. The Authority hereby approves the Fiscal Year 2026 Financial Plan.
3. The Authority hereby authorizes the Executive Director to forward on behalf of the Authority a copy of this Resolution, including Exhibit A, which contains the Fiscal Year 2026 Financial Plan, to the Commissioner of the Department of Transportation for submission to the Governor, the Senate, the General Assembly, and the Transportation Policy Review Board.
4. This Resolution shall take effect upon adoption in accordance with the Act.

“EXHIBIT A”



NJ Transportation Trust Fund Authority

New Jersey Transportation Trust Fund Authority Fiscal Year 2026 Financial Plan

Plan for Financing Anticipated NJDOT/NJ TRANSIT Capital Program Outlays for Fiscal Year 2026 As of March 2025

Philip D. Murphy, Governor
Tahesha L. Way, Lt. Governor

Francis K. O'Connor, Commissioner
Charles Maciejunes, Executive Director

New Jersey Transportation Trust Fund Authority

Fiscal Year 2026 Financial Plan

A. INTRODUCTION

The New Jersey Transportation Trust Fund Authority (“TTFA”, or “Authority”) finances the State of New Jersey (“State”) portion of the capital programs of the New Jersey Department of Transportation (“NJDOT”) and New Jersey Transit Corporation (“NJ Transit”) as well as the State’s Local Aid transportation program. The New Jersey Transportation Trust Fund Authority Act, as amended and supplemented, constituting N.J.S.A. 27:1B-1 et seq. (the “TTFA Act”), requires the TTFA to adopt a financial plan (“Financial Plan”) which must meet the following requirements:

“The financial plan shall contain an enumeration of the bonds, notes or other obligations of the authority which the authority intends to issue, including the amounts thereof and the conditions therefor. The financial plan shall set forth a complete operating and financial statement covering the authority’s proposed operations during the ensuing fiscal year, including amounts of income from all sources, including but not limited to the proceeds of bonds, notes or other obligations to be issued, as well as interest earned. In addition, the plan shall contain proposed amounts to be appropriated and expended, as well as amounts for which the department anticipates to obligate during the ensuing fiscal year for any future expenditures.” [N.J.S.A. 27:1B-22d]

In March 2024, the TTFA Act was amended through P.L. 2024, c. 7 to renew the Transportation Trust Fund for Fiscal Year 2025 through Fiscal Year 2029. The bill authorizes a total of \$10.367 billion in appropriations for the State portion of the Transportation Capital Program for Fiscal Year 2025 through Fiscal Year 2029. Funding sources include revenues from the motor fuels tax, the petroleum products gross receipts tax (“PPGRT”), the sales and use tax, and contributions from toll road authorities. A new registration fee for zero emission vehicles to be effective on July 1, 2024, was also created, with such revenues being deposited into the Transportation Trust Fund – Subaccount for Capital Reserves and being available for appropriation for transportation projects. Additionally, the TTFA’s authorization for the issuance of Transportation Program Bonds was increased and extended to \$15.6 billion through June 30, 2029 (previously \$12 billion through June 30, 2024).

The Fiscal Year 2025 Appropriations Act appropriated \$2.0 billion for the State portion of the Transportation Capital Program. To fund capital projects in Fiscal Year 2025, the Authority issued \$1,500,000,000 in Transportation Program Bonds, 2024 Series CC. Other resources include the remaining proceeds from the Transportation Program Bonds, 2023 Series BB, and an estimated \$267.6 million in Pay-As-You-Go funding from the Subaccount for Capital Reserves, which is funded by the excess of appropriations and revenues not needed to satisfy current year debt service costs.

The Fiscal Year 2026 Governor’s Budget Message recommends \$2.0 billion for the State portion of the Transportation Capital Program. To fund capital projects in Fiscal Year 2026, the Authority plans to issue approximately \$1,500,000,000 in Transportation Program Bonds. Other resources include the remaining proceeds of the Transportation Program Bonds, 2024 Series CC, and an estimated \$500.7 million from the Subaccount for Capital Reserves, including an estimated \$448.1 million in Pay-As-You-Go funding and an estimated \$52.6 million from the registration fee for zero emission vehicles.

New Jersey Transportation Trust Fund Authority

Fiscal Year 2026 Financial Plan

B. SUMMARY OF OPERATIONS THROUGH FISCAL YEAR 2025

The following table summarizes the results of the TTFA's operations for Fiscal Years 1985 through 2024, as well as the unaudited estimated results of operations for Fiscal Year 2025.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY SUMMARY OF OPERATIONS THROUGH FISCAL YEAR 2025 (in thousands)			
	1985-2024 ACTUAL	2025 ESTIMATED	1985-2025 ACT. & EST.
<u>RESOURCES</u>			
Revenue Appropriations	\$ 29,947,932	\$ 1,425,278	\$ 31,373,210
Subaccount for Capital Reserves – Pay-As-You-Go	\$ 2,891,603	\$ 267,627	\$ 3,159,230
Subaccount for Capital Reserves – Federal Project Costs	\$ 1,888,676	\$ 338,300	\$ 2,226,976
Build America Bonds Interest Subsidies	\$ 451,909	\$ 15,815	\$ 467,724
Interest Income	\$ 654,492	\$ 39,963	\$ 694,456
Net Bond Proceeds	\$ 30,756,247	\$ 1,647,830	\$ 32,404,077
Capitalized Interest Fund (2016A Indirect GARVEE)	\$ 245,761	-	\$ 245,761
PAYGO NJ Turnpike	\$ 66,000	-	\$ 66,000
Prior Year Carryforward	\$ 83,722	-	\$ 83,722
TOTAL RESOURCES:	\$ 66,986,343	\$ 3,734,814	\$ 70,721,157
<u>USES</u>			
Capital Program Appropriations	\$ 46,463,100	\$ 2,000,000	\$ 48,463,100
Debt Service	\$ 26,420,670	\$ 1,763,578	\$ 28,184,248
Operating Expenses	\$ 26,765	\$ 69	\$ 26,834
TOTAL USES:	\$ 72,910,535	\$ 3,763,647	\$ 76,674,184
NET BALANCE:	\$ (5,924,192)	\$ (28,833)	\$ (5,953,025)

The negative \$5.9 billion "Net Balance" for Fiscal Years 1985 through 2024 in the chart above recognizes that the TTFA only issues bonds or notes to meet cash flow obligations, not the full value of capital program appropriations. The "Capital Program Appropriations" line item reflects the appropriation authority that the State Legislature provided to NJDOT and NJ Transit for State transportation capital projects since Fiscal Year 1985. However, transportation capital project costs are paid out over several years. This is particularly true of large road and bridge construction projects. The TTFA only issues bonds for cash outlays that are anticipated during the current fiscal year. Therefore, the estimated negative \$6 billion "Net Balance" through Fiscal Year 2025 reflects estimated and actual spending authority (i.e. inception to date) less total actual and estimated resources already provided or generated by the TTFA through June 30, 2025. The estimated increase in the negative "Net Balance" of \$28.8 million in Fiscal Year 2025 is primarily due to Fiscal Year 2025 capital program appropriations exceeding net bond proceeds and other available resources.

New Jersey Transportation Trust Fund Authority

Fiscal Year 2026 Financial Plan

C. FISCAL YEAR 2026 NEW JERSEY TRANSPORTATION CAPITAL PLAN

The TTFA Act, as amended in 2024, authorizes a total of \$10.367 billion in appropriations for the State portion of the Transportation Capital Program from Fiscal Year 2025 through Fiscal Year 2029:

- \$2.000 billion for capital projects in Fiscal Year 2025;
- \$2.000 billion for capital projects in Fiscal Year 2026;
- \$2.060 billion for capital projects in Fiscal Year 2027;
- \$2.122 billion for capital projects in Fiscal Year 2028; and
- \$2.185 billion for capital projects in Fiscal Year 2029.

The Fiscal Year 2026 Governor's Budget Message recommends a total of \$2.0 billion in appropriations for the State portion of the Transportation Capital Program:

NEW JERSEY TRANSPORTATION CAPITAL PLAN STATE FUNDS			
	FY 2025 Appropriations Act	FY 2026 Governor's Budget Message	CHANGE
NJDOT	\$ 833,000,000	\$ 833,000,000	-
NJ TRANSIT	\$ 767,000,000	\$ 767,000,000	-
LOCAL AID	\$ 400,000,000	\$ 400,000,000	-
TOTAL	\$ 2,000,000,000	\$ 2,000,000,000	-

The Fiscal Year 2026 Governor's Budget Message recommends a total of \$1.527 billion in revenue appropriations to the TTFA, a decrease of \$131.4 million (7.9%) from the amount appropriated in the Fiscal Year 2025 Appropriations Act. Any additional revenues not needed to satisfy current year debt service costs would become available for deposit into the Subaccount for Capital Reserves ("Pay-As-You-Go" funding).

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY REVENUE APPROPRIATIONS			
	FY 2025 Appropriations Act	FY 2026 Governor's Budget Message	CHANGE
MOTOR FUELS TAX	\$ 464,178,000	\$ 465,787,000	\$ 1,609,000
PPGRT	\$ 982,041,000	\$ 849,007,000	\$ (133,034,000)
SALES AND USE TAX	\$ 200,000,000	\$ 200,000,000	-
TOLL ROAD AUTHORITIES	\$ 12,000,000	\$ 12,000,000	-
TOTAL	\$ 1,658,219,000	\$ 1,526,794,000	\$ (131,425,000)

New Jersey Transportation Trust Fund Authority

Fiscal Year 2026 Financial Plan

D. DEBT ISSUANCES AND AUTHORIZATION

The TTFA Act, as amended in 2024, authorizes the issuance of up to a total of \$15.6 billion in Transportation Program Bonds between Fiscal Year 2017 and Fiscal Year 2029. Bonds issued for refunding/remarketing purposes are not subject to this limitation, except that net premiums received in connection with the issuance of Transportation Program Bonds (whether for new money, refunding, or remarketing purposes) do count against this limitation.

Currently, there is no remaining statutory debt authorization for the issuance of Transportation System Bonds for new money purposes (except for a nominal amount). Accordingly, Transportation System Bonds may only be issued for refunding purposes.

In Fiscal Year 2025, the Authority issued \$1.5 billion in new money Transportation Program Bonds, 2024 Series CC. The Authority also issued refunding bonds totaling \$3,249,980,000 which generated \$134.3 million in net present value savings. Through March of Fiscal Year 2025, the Authority has utilized a total of \$8.5 billion of its statutory debt limitation. The Authority currently has \$7.1 billion of remaining authorization available through Fiscal Year 2029.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY TRANSPORTATION PROGRAM BONDS					
Total Authorization for Fiscal Years 2017 - 2029:				\$ 15,600,000,000	
Issue Date	Issue Name	Issue Type	Principal	Net Premium	Total
1/16/19	2019 Series AA	New Money	\$ 750,000,000	\$ 31,257,279	\$ 781,257,279
10/3/19	2019 Series BB	New Money	\$ 1,000,000,000	\$ 86,161,303	\$ 1,086,161,303
10/3/19	2014 Series BB-1	Remarketing		\$ 28,430,717	\$ 28,430,717
12/15/20	2020 Series AA	New Money	\$ 1,500,000,000	\$ 174,125,833	\$ 1,674,125,833
5/6/21	2014 Series BB-2	Remarketing		\$ 33,718,792	\$ 33,718,792
1/27/22	2022 Series BB	New Money	\$ 750,000,000	\$ 107,884,233	\$ 857,884,233
4/27/22	2022 Series AA	Refunding		\$ 122,977,948	\$ 122,977,948
12/8/22	2022 Series CC	New Money	\$ 750,000,000	\$ 45,355,704	\$ 795,355,704
6/1/23	2023 Series AA	Refunding		\$ 35,247,749	\$ 35,247,749
11/30/23	2023 Series BB	New Money	\$ 1,250,000,000	\$ 69,033,254	\$ 1,319,033,254
10/24/24	2024 Series AA	Refunding		\$ 72,646,799	\$ 72,646,799
12/12/24	2024 Series CC	New Money	\$ 1,500,000,000	\$ 147,830,288	\$ 1,647,830,288
Total Utilization through March of FY 2025:			\$ 7,500,000,000	\$ 954,669,900	\$ 8,454,669,900
Remaining Authorization through Fiscal Year 2029:				\$ 7,145,330,100	

New Jersey Transportation Trust Fund Authority

Fiscal Year 2026 Financial Plan

D. DEBT ISSUANCES AND AUTHORIZATION (continued)

In Fiscal Year 2026, the Authority estimates that it will issue \$1.5 billion in new money Transportation Program Bonds.

Transportation Program Bonds are issued as “state contract” debt pursuant to a contract between the State Treasurer and the TTFA, whereby the State Treasurer agrees to pay TTFA the amount appropriated and credited to the Transportation Trust Fund Subaccount, subject to appropriation by the State Legislature. The State Treasurer and the TTFA agree that the TTFA will pledge the State Contract as security for bonds issued by the TTFA. The State Legislature has no legal obligation to make any such appropriations; however, in all previous fiscal years, the State Legislature has always made sufficient appropriations to pay debt service for all obligations of the Authority.

The TTFA’s Transportation Program Bonds and Transportation System Bonds are currently rated ‘A’ by Fitch Ratings, ‘A2’ by Moody’s Investors Service, ‘A-’ by Standard & Poor’s, and, for Transportation Program Bonds only, ‘A’ by Kroll Bond Rating Agency.

The TTFA’s Federal Highway Reimbursement Revenue Notes, 2016 Series A and 2018 Series A are currently rated ‘A’ by Fitch Ratings, ‘A2’ by Moody’s Investors Service, and ‘A+’ by Standard & Poor’s. The TTFA’s Federal Highway Reimbursement Revenue Notes, 2016 Series B are not rated by the rating agencies.

E. OFFICIAL INTENT FOR FEDERAL INCOME TAX PURPOSES

For the purpose of permitting the proceeds of TTFA bonds to be used to reimburse expenditures paid after the date that this Fiscal Year 2026 Financial Plan is adopted by the Authority (or within 60 days prior to such date), in accordance with the applicable regulations of the U.S. Treasury Department, this Fiscal Year 2026 Financial Plan, upon its adoption by the Authority in accordance with law, shall constitute a declaration of the intent of the Authority to issue obligations, as more fully described in Section D above, in the estimated principal amount of \$1.5 billion, to pay or reimburse expenditures made prior to the date of issuance of such bonds for the costs of the Capital Program of NJDOT and NJ Transit for Fiscal Year 2026 and prior fiscal years.

New Jersey Transportation Trust Fund Authority
Fiscal Year 2026 Financial Plan

F. FISCAL YEAR 2026 STATEMENT OF ANTICIPATED CHANGES IN CASH POSITION

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY FISCAL YEAR 2026 STATEMENT OF ANTICIPATED CHANGES IN CASH POSITION	
ESTIMATED CASH BALANCE ON JULY 1, 2025:	\$ 787,347,924
RECEIPTS	
Revenue Appropriations	\$ 1,526,794,000
<i>Motor Fuels Tax</i>	\$ 465,787,000
<i>PPGRT</i>	\$ 849,007,000
<i>Sales and Use Tax</i>	\$ 200,000,000
<i>Toll Road Authorities Contributions</i>	\$12,000,000
Subaccount for Capital Reserves – Pay-As-You-Go	\$ 448,105,305
Subaccount for Capital Reserves – Federal Project Costs	\$ 337,961,695
Subaccount for Capital Reserves – ZEV Registrations	\$ 52,642,000
Interest Income	\$ 35,000,000
Build America Bonds Interest Subsidies	\$ 10,827,290
Bond Proceeds	\$ 1,500,000,000
TOTAL RECEIPTS:	\$ 3,911,330,290
DISBURSEMENTS	
Transportation Capital Project Expenditures	\$ 1,978,593,347
Debt Service	\$ 1,864,755,695
Operating Expenses	\$ 72,900
TOTAL DISBURSEMENTS:	\$ 3,843,421,942
ESTIMATED CASH BALANCE ON JULY 1, 2026:	\$ 855,256,272

G. FISCAL YEAR 2026 OPERATING BUDGET

The TTFA estimates the following operating expenses will be required during Fiscal Year 2026. The operating budget does not include costs of issuance in connection with bond issuances or interest payments on debt service. The operating budget is funded from the legislative appropriations to the TTFA.

NEW JERSEY TRANSPORTATION TRUST FUND AUTHORITY FISCAL YEAR 2026 OPERATING EXPENSES	
Legal Notices	\$ 900
Professional Services	\$ 23,000
Trustee Administrative Fees	\$ 49,000
ESTIMATED TOTAL EXPENSES:	\$ 72,900

New Jersey Transportation Trust Fund Authority

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H. CONSTITUTIONAL DEDICATION OF REVENUES

Pursuant to Article VIII, Section II, Paragraph 4 of the State Constitution, certain revenues are dedicated to the purposes of paying or financing the cost of planning, acquisition, engineering, construction, reconstruction, repair and rehabilitation of the transportation system in the State. The relevant text is copied below, reflecting the most recent constitutional amendment approved by the voters in November 2016.

“There shall be credited to a special account in the General Fund:

(a) for each State fiscal year commencing on and after July 1, 2007 through the State fiscal year commencing on July 1, 2015 an amount equivalent to the revenue derived from \$0.105 per gallon from the tax imposed on the sale of motor fuels pursuant to chapter 39 of Title 54 of the Revised Statutes, and for each State fiscal year thereafter, an amount equivalent to all revenue derived from the collection of the tax imposed on the sale of motor fuels pursuant to chapter 39 of Title 54 of the Revised Statutes or any other subsequent law of similar effect;

(b) for the State fiscal year 2001 an amount not less than \$100,000,000 derived from the State revenues collected from the tax on the gross receipts of the sale of petroleum products imposed pursuant to P.L.1990, c.42 (C.54:15B-1 et seq.) as amended and supplemented, or any other subsequent law of similar effect, for each State fiscal year from State fiscal year 2002 through State fiscal year 2016 an amount not less than \$200,000,000 derived from those revenues, and for each State fiscal year thereafter, an amount equivalent to all revenue derived from the collection of the tax on the gross receipts of the sale of petroleum products imposed pursuant to P.L.1990, c.42 (C.54:15B-1 et seq.) as amended and supplemented, or any other subsequent law of similar effect; and

(c) for the State fiscal year 2002 an amount not less than \$80,000,000 from the State revenue collected from the State tax imposed under the "Sales and Use Tax Act," pursuant to P.L.1966, c.30 (C.54:32B-1 et seq.), as amended and supplemented, or any other subsequent law of similar effect, for the State fiscal year 2003 an amount not less than \$140,000,000 from those revenues, and for each State fiscal year thereafter an amount not less than \$200,000,000 from those revenues; provided, however, the dedication and use of such revenues as provided in this paragraph shall be subject and subordinate to (a) all appropriations of revenues from such taxes made by laws enacted on or before December 7, 2006 in accordance with Article VIII, Section II, paragraph 3 of the State Constitution in order to provide the ways and means to pay the principal and interest on bonds of the State presently outstanding or authorized to be issued under such laws or (b) any other use of those revenues enacted into law on or before December 7, 2006. These amounts shall be appropriated from time to time by the Legislature, only for the purposes of paying or financing the cost of planning, acquisition, engineering, construction, reconstruction, repair and rehabilitation of the transportation system in this State and it shall not be competent for the Legislature to borrow, appropriate or use these amounts or any part thereof for any other purpose, under any pretense whatever.”