

The Funds From Monetization Will Be Invested in Transportation and Debt Relief

Use of Proceeds Scenarios – Assumed Analysis Date: July 1, 2008

DEBT LEVERAGED BY PBC AND USE OF PROCEEDS (\$ millions)	SCENARIO 1	SCENARIO 2
INITIAL PBC PROCEEDS	\$37,600	\$32,600
Reserves		
Toll Road Capital Expenditures.....	\$4,000	\$4,000
Required Financing Reserves (Debt Service Reserve, Capitalized Interest, etc.).....	<u>4,000</u>	<u>4,000</u>
Total	\$8,000	\$8,000
Defeasance of All Toll Road Authorities' Debt	\$5,700	\$5,700
Extension of Transportation Trust Fund Authority ¹		
Defeasance of TTFA-Supported Debt.....	\$9,200	\$9,200
Capital Expenditures.....	<u>1,450</u>	<u>1,450</u>
Total	\$10,650	\$10,650
Defeasance of All Garden State Preservation Trust Debt	\$1,350	\$1,350
Defeasance of General Fund Supported Debt	\$11,900	\$6,900
TOTAL USES OF PROCEEDS	\$37,600	\$32,608

STATE BONDED DEBT BEFORE AND AFTER DEFEASANCE ²	SCENARIO 1	SCENARIO 2
Par Amount of State Debt as of 7/1/08	\$31,300	\$31,300
GF-Supported Debt Defeased	(\$11,645)	(\$7,565)
TTFA-Supported Debt Defeased	(8,400)	(8,400)
Total Defeased	(\$20,045)	(\$15,965)
Pro-Forma Debt After Defeasance	\$11,255	\$15,335

AVERAGE ANNUAL TRUE GENERAL FUND D/S SAVINGS ³	SCENARIO 1	SCENARIO 2
FY 2009-2018	\$960	\$600
FY 2019-2028	590	265
FY 2029-2038	70	15

Notes:

¹ Extension of TTFA funding at \$1.6BN per year, inflating, through 2021 at which point concession fees are expected to fully fund TTFA projects.

² Does not include any anticipated, but un-issued debt as of January 2008.

³ Impact from defeasance on the True General Fund reflects debt service savings from defeased True General Fund obligations as well as debt that is not a direct General Fund obligation but has an impact on the General Fund from reduced debt service (NJ Transit 5307, NJEDA Cigarette Tax, Motor Vehicle Commission).