



Revenue Assurance Plan Metrics Summary



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Reporting period:
JUN 2024 - MAY 2025

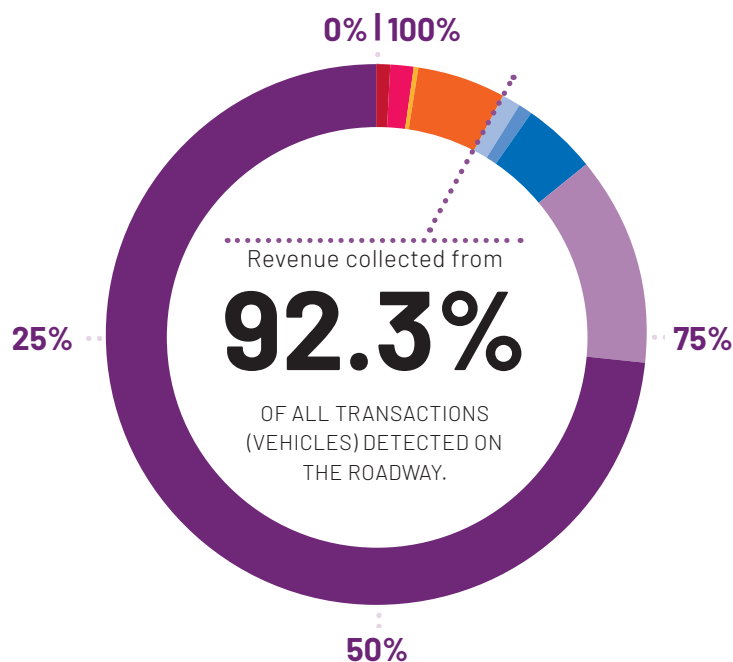
Total transactions*:
296,755,083

Revenue estimated for paid/expected paid transactions:
\$1,803,944,188

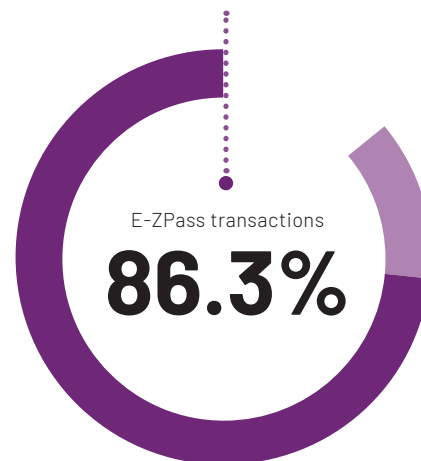
**The Revenue Assurance Plan provides data based on transactions on the Pennsylvania Turnpike. In January 2025, half of the PA Turnpike system moved to Open Road Tolling, where each gantry passed results in a transaction while previously a transaction occurred only when a vehicle left the system. The switch to ORT in the East has thus significantly increased transaction numbers without a corresponding increase in real traffic volume. Consequently, transactions reported by the RAP are expected to progressively increase during the first full year of ORT and then again with ORT conversion in 2027.*

Overall Performance Summary

JUN 2024 - MAY 2025



Percentage of all transactions within the past 12 months that were paid and expected to be paid within 150 days of the transaction being recorded.



Percentage of all transactions paid via E-ZPass, majority by transponder in the vehicle or some by license plate matched to E-ZPass customer account.

BREAKDOWN OF NON-E-ZPASS TRANSACTIONS

Unbillable
2.1% of all transactions [15.3% of Toll By Plate transactions]

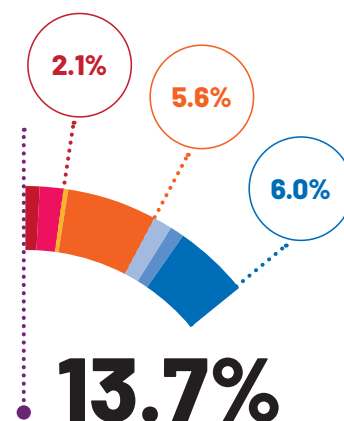
Percentage of transactions that cannot be pursued, either because no license plate could be identified or because no valid address could be found for the license plate.

Uncollected
5.6% of all transactions [40.9% of Toll By Plate transactions]

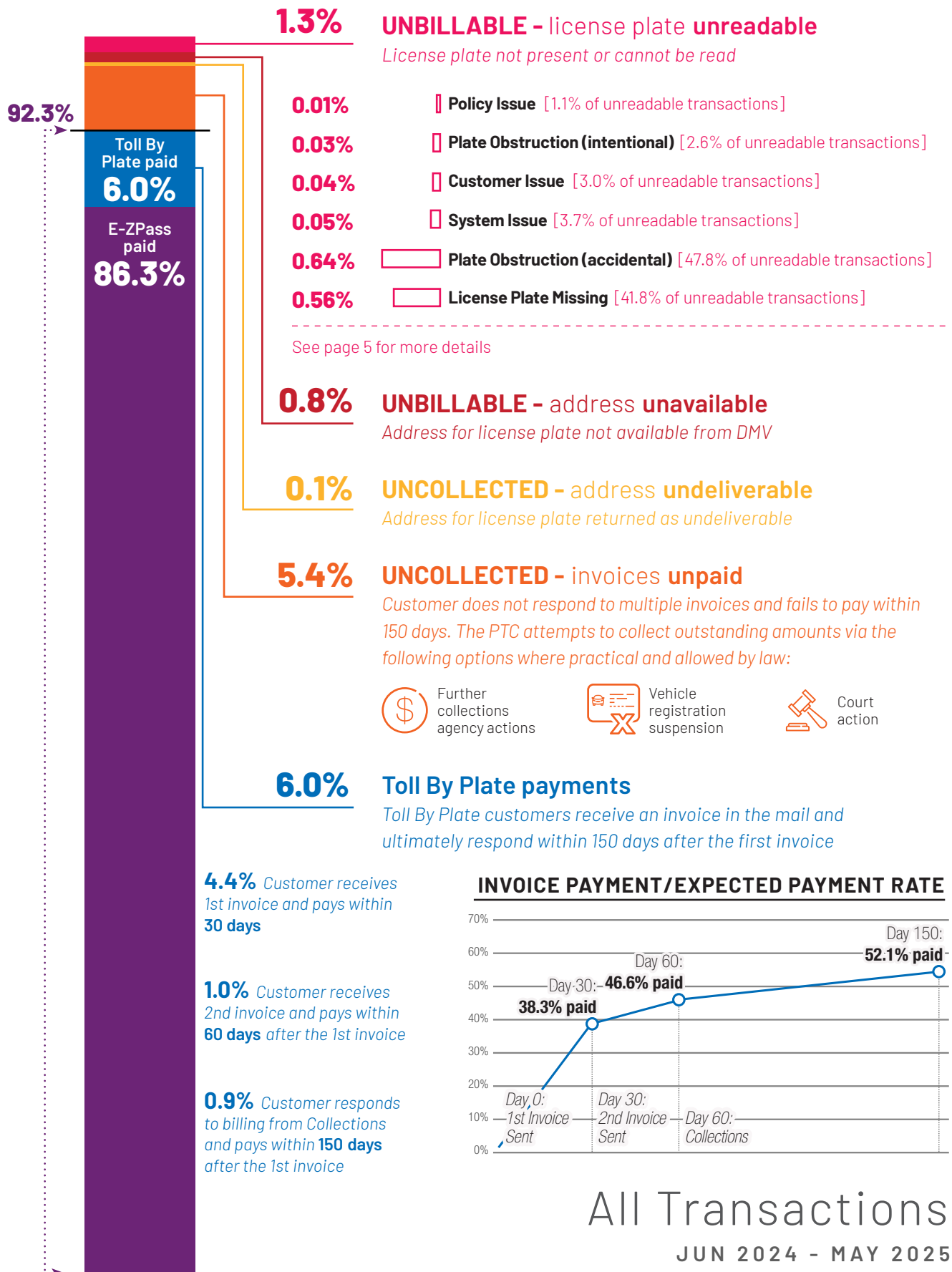
Percentage of transactions for which an invoice can be generated, but the customer does not pay within 150 days.

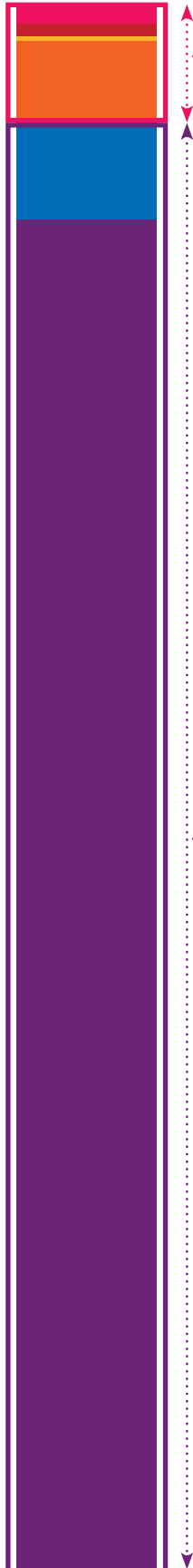
Paid and expected to be paid
6.0% of all transactions [43.8% of Toll By Plate transactions]

Percentage of transactions for which an invoice can be generated and delivered to a customer and the customer pays within 150 days.



Percentage of all transactions made by drivers that are NOT E-ZPass customers.





7.7%

7.7% of all transactions recorded from June 2024 - May 2025 are expected to be unbillable or uncollected, with an estimated value of \$229 million.*

Collection and enforcement efforts continue beyond the reporting period.

92.3%

92.3% of all transactions recorded from June 2024 - May 2025 are paid or expected to be paid, with an estimated value of \$1.80 billion.*

* Higher toll rates for Toll By Plate result in higher values per transaction paid or lost.

All Transactions

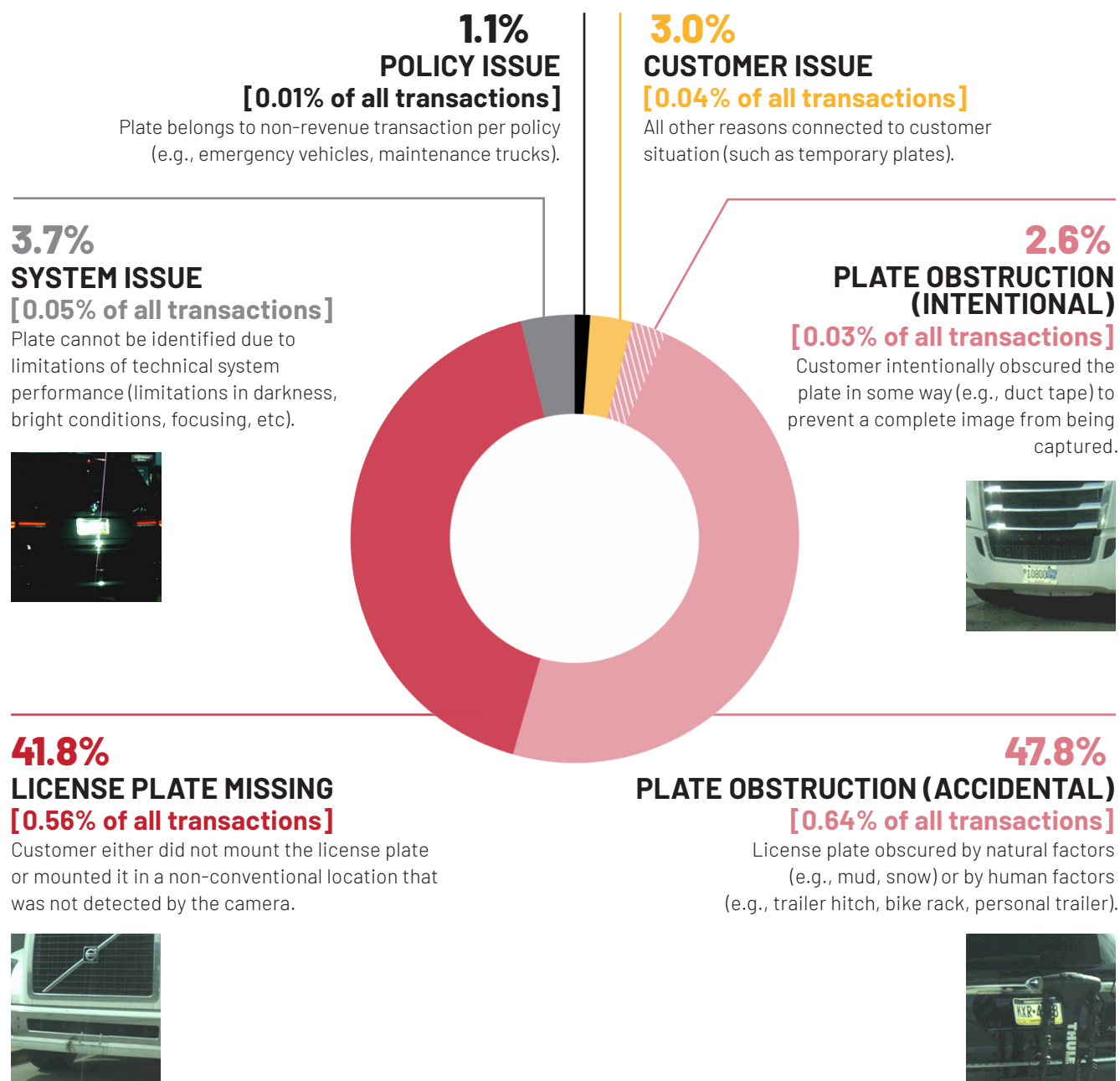
JUN 2024 - MAY 2025

Pennsylvania Turnpike Commission

Summary of Unreadable License Plates (1.3% of all transactions)

JUN 2024 - MAY 2025

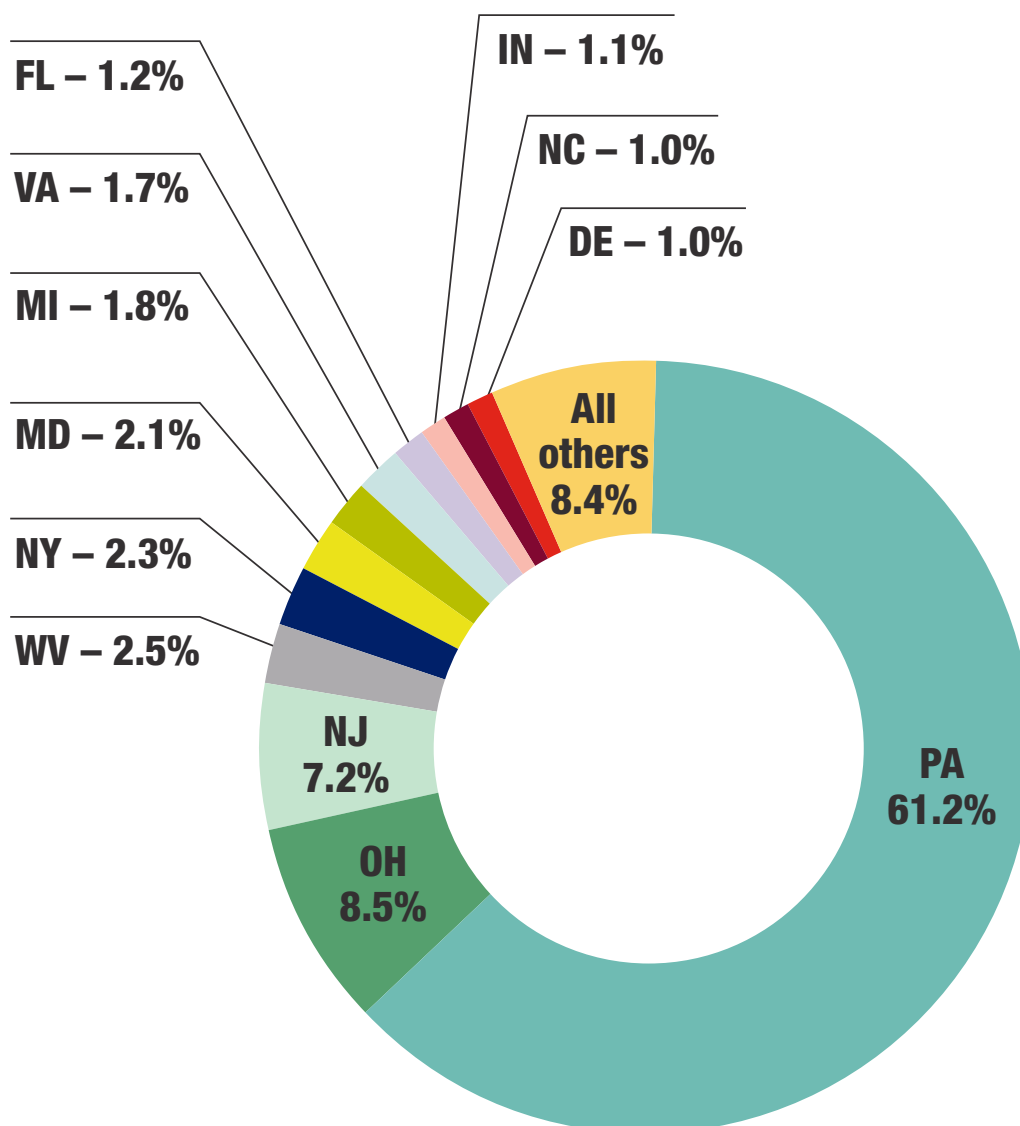
Unreadable license plates represent **1.3% of all transactions**.
The graphic below is a further breakdown of that 1.3% of all transactions.



Invoices Sent by State

JUN 2024 - MAY 2025

Identifies all states accounting for 1.0% or more of invoices over the past 12 months. Payment rates are generally similar across states.



Highlighted Initiatives to Reduce Leakage

through December 2023

Toll By
Plate
paid

E-ZPass
paid

UNBILLABLE license plate unreadable

License plate not present or cannot be read.

- Proactive transponder replacements to reduce the amount of images captured of E-ZPass customers. Phase 1 began Sep 2018; process is ongoing.
- Enhanced commercial vehicle identification (e.g., company names, logos, USDOT numbers) when plates are missing or blocked.
- Increased frequency of system checks to four times per day (started in Mar 2022) to keep system-specific issues at a minimum.

27%
reduction since
March 2020

+

UNBILLABLE address undeliverable

Address for license plate not available from DMV.

- Since the advent of cashless tolling on the Pennsylvania Turnpike, PTC has added new direct connections to five state DMVs.
- For the states registering the most frequent TBP usage, PTC has initiated more frequent retries (generally one retry every 7-10 days) on address lookups by the respective DMVs.

22%
reduction since
March 2020

+

UNCOLLECTED address undeliverable

Address for license plate returned as undeliverable.

- Introduced skip tracing into the collections process to locate challenging addresses. Skip tracing employs the services of a third party that specializes in using an array of publicly available data to track down individuals who have moved, are unresponsive, or are difficult to find.

71%
reduction since
March 2020

↓

UNCOLLECTED invoices unpaid

Customer does not respond to multiple invoices and fails to pay within 150 days.

More ways to pay

- Toll By Plate AutoPay (launched Feb 2021).
- Kubra cash payment network (launched Mar 2022).
- QR codes on invoices (launched Sep 2022).
- Apple Pay and Google Pay (launched Oct 2024).

More ways to enforce

- Performance based collections - for customers who fail to pay repeated invoices, multiple collections contractors compete to maximize revenue recovery (launched Sep 2021).
- New legislation = more scofflaws qualify for registration suspension (2023).
- Expanded use of civil court options (2023).
- Real-time notification to police of on-road scofflaws for citation stops (2023).

The PTC attempts to collect outstanding amounts via the following options where practical and allowed by law:



**Further
collections
agency actions**



**Vehicle
registration
suspension**



**Court
action**

More
invoices are
reaching the
customer
*but they are not
paying, so the total
collection efficiency
of 93.4% remains
unchanged.*

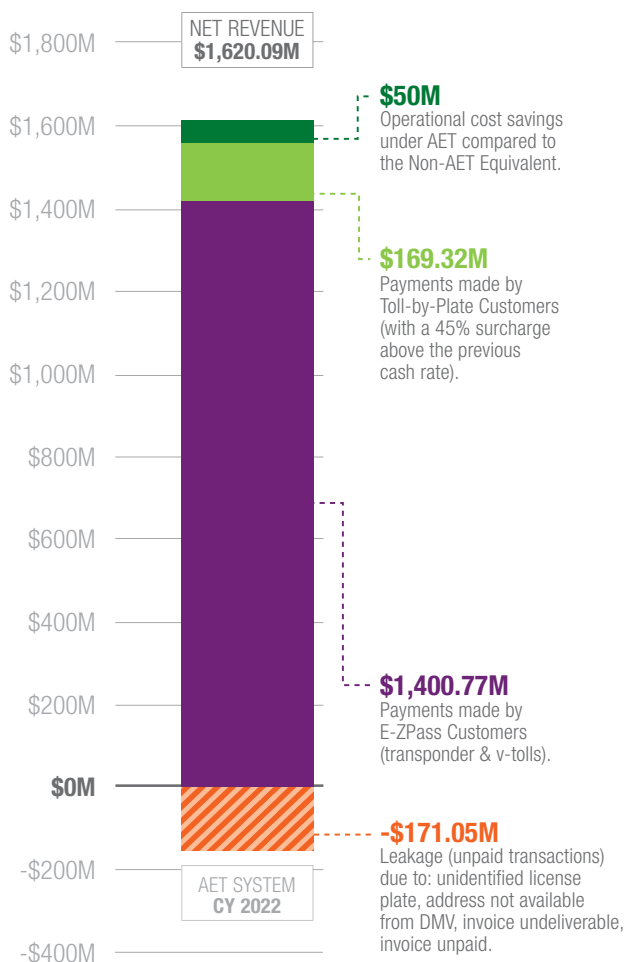
AET Collection Comparison

AET VS. HYBRID CASH or ELECTRONIC COLLECTION

CY 2022

The graphs below demonstrate the virtually identical revenue collection rates of All-Electronic Tolling actuals today and a projected collection scenario if the PTC had remained in a hybrid cash and electronic collection operation. The figures are based on calendar year 2022 and show a steady collection rate of approximately \$1.6B in both operational scenarios. The PTC conversion to AET allows for greater safety, mobility, and access while decreasing environmental impact.

AET System 2022



Non-AET Equivalent 2022

(based on AET and projected pre-AET data)

