

Pennsylvania Turnpike Commission
 Financial Comparison Report - Current Year to Prior Year Net Toll Revenue and Volumes
 For the Fiscal Period Ended May 31, 2019

Preliminary Unaudited In Thousands				
<u>Revenues</u>	May-19	May-18	\$ Variance	% Variance
Class 1	\$70,260	\$62,361	\$7,899	12.7%
Class 2-9	\$55,560	\$50,686	\$4,874	9.6%
Net Discounts & Adjustments	(\$752)	(\$650)	(\$102)	15.7%
Net Toll Revenue	\$125,068	\$112,397	\$12,671	11.3%

<u>Volumes</u>	May-19	May-18	# Variance	% Variance
Class 1	16,236	16,027	209	1.3%
Class 2-9	2,883	2,815	68	2.4%
Total	19,119	18,842	277	1.5%

Fiscal Year-to-Date (May - 12 months)

Preliminary Unaudited In Thousands				
<u>Revenues</u>	May-19	May-18	\$ Variance	% Variance
Class 1	\$740,206	\$678,720	\$61,486	9.1%
Class 2-9	\$595,180	\$524,438	\$70,742	13.5%
Net Discounts & Adjustments	(\$8,090)	(\$6,552)	(\$1,538)	23.5%
Net Toll Revenue	\$1,327,296	\$1,196,606	\$130,690	10.9%

<u>Volumes</u>	May-19	May-18	# Variance	% Variance
Class 1	183,030	180,167	2,863	1.6%
Class 2-9	31,582	30,177	1,405	4.7%
Total	214,612	210,344	4,268	2.0%

Effective for the Fiscal Year-period ending July 1, 2018, the Commission has determined to report traffic volume for both revenue and non-revenue generating vehicles. Prior to this Fiscal Year period, the Commission only reported traffic volume based on revenue-generating vehicles. As a result, this [Table/Chart] restates previously reported traffic volumes to reflect this change in reporting methodology. For purposes hereof, a revenue-generating vehicle produces Toll revenues. A non-revenue generating vehicle does not.