

Pennsylvania Turnpike Commission
Financial Comparison Report - Current Year to Prior Year Net Toll Revenue and Transactions
For The Fiscal Period Ended January 31, 2025

*Please Note that Net Toll Revenue and Volumes are now reported in a revised format to account for the January 2025 partial System conversion to Open Road Tolling (ORT) as well the full System conversion to an Axle/Height (A/H) Vehicle Classification format.**

<i>Preliminary Unaudited In Thousands</i>				
	Jan-25	Jan-24	\$ Variance	% Variance
Revenues*				
Passenger	\$66,811	\$63,993	\$2,818	4.4%
Commercial	\$71,918	\$65,976	\$5,942	9.0%
Gross Toll Revenue	\$138,729	\$129,969	\$8,760	6.7%
Net Disc & Adj. & Toll Bad Debt	(\$12,971)	(\$14,122)	\$1,151	(8.2%)
Net Toll Revenue	\$125,758	\$115,847	\$9,911	8.6%
Transactions*				
Passenger	24,990	25,179	(189)	(0.8%)
Commercial	6,198	5,911	287	4.9%
Total Transactions	31,188	31,090	98	0.3%

Fiscal Year-to-Year (January - 8 Months)

<i>Preliminary Unaudited In Thousands</i>				
	Jan-25	Jan-24	\$ Variance	% Variance
Revenues*				
Passenger	\$664,973	\$628,051	\$36,922	5.9%
Commercial	\$589,864	\$544,176	\$45,688	8.4%
Gross Toll Revenue	\$1,254,837	\$1,172,227	\$82,610	7.0%
Net Disc & Adj. & Toll Bad Debt	(\$114,109)	(\$95,728)	(\$18,381)	19.2%
Net Toll Revenue	\$1,140,728	\$1,076,499	\$64,229	6.0%
Transactions*				
Passenger	244,497	242,353	2,144	0.9%
Commercial	53,072	51,828	1,244	2.4%
Total Transactions	297,569	294,181	3,388	1.2%

*On January 5, 2025, the Commission transitioned its toll collection to Open Road Tolling (ORT) on trips east of Reading and along the entire Northeast Extension. In an ORT system, tolls are charged electronically as customers drive at highway speeds passing beneath overhead structures, called gantries. The gantries are located between interchanges and contain the cameras and electronic readers required for toll collection. In addition to the transition to Open Road Tolling, the Commission converted its weight-based Vehicle Classification System to an Axle/Height Vehicle Classification System ("A/H") across the entire System.

Although implementation of the ORT system, along with the conversion to an A/H system, has significantly altered the way in which relevant tolls are charged, there is expected to be no net revenue impact to the System. Under the segment-based system there is a toll gantry between each interchange, and drivers will be charged a given rate at each gantry they pass through rather than one rate based on entry and exit points. As a result, the number of transactions on the ticket system will increase significantly. Gross revenue is expected to remain unchanged on a system-wide basis. To allow for reasonable comparisons of current traffic volumes and revenues with prior periods, PTC's third-party traffic engineering consulting firm calculated estimated "equivalent volumes" for periods prior to the January 5, 2025 ORT launch and provided an ORT conversion table to reclass revenues from weight-based categories to Axle/Height categories. Traffic volumes and revenues prior to January 5, 2025 have been restated using these equivalent volumes and ORT revenue conversion table.

Additionally, with the conversion from its weight-based vehicle classification system to an A/H system, the Commission reclassified the 3L vehicle class from the commercial category to passenger category. Class 1 (passenger) vehicles under the previous weight-based classification system are now, for the most part, being recorded as class 2L and 3L transactions under the A/H system. The regrouping of class 3L volumes and revenue to the passenger category provides more consistent reporting compared to prior periods.

Sample Comparison of ORT+A/H Reporting Methodology
vs

Trip+Weight Reporting Methodology

	ORT+A/H Format	Trip+Weight Format		
<i>Preliminary Unaudited In Thousands</i>				
	Jan-24	Jan-24	\$ Variance	% Variance
Revenues*				
Passenger	\$63,993	\$63,988	\$5	0.0%
Commercial	\$65,976	\$65,981	(\$5)	(0.0%)
Gross Toll Revenue	\$129,969	\$129,969	\$0	0.0%
Net Disc & Adj. & Toll Bad Debt	(\$14,122)	(\$14,122)	\$0	0.0%
Net Toll Revenue	\$115,847	\$115,847	\$0	0.0%
Transactions*	Jan-24	Jan-24	# Variance	% Variance
Passenger	25,179	12,092	13,087	108.2%
Commercial	5,911	2,735	3,176	116.1%
Total Transactions	31,090	14,827	16,263	109.7%

Fiscal Year-to-Year (January - 8 Months)

	ORT+A/H Format	Trip+Weight Format		
<i>Preliminary Unaudited In Thousands</i>				
Revenues*	Jan-24	Jan-24	\$ Variance	% Variance
Passenger	\$628,051	\$627,935	\$116	0.0%
Commercial	\$544,176	\$544,292	(\$116)	(0.0%)
Gross Toll Revenue	\$1,172,227	\$1,172,227	\$0	0.0%
Net Disc & Adj. & Toll Bad Debt	(\$95,728)	(\$95,728)	\$0	0.0%
Net Toll Revenue	\$1,076,499	\$1,076,499	\$0	0.0%
Transactions*	Jan-24	Jan-24	# Variance	% Variance
Passenger	242,353	117,281	125,072	106.6%
Commercial	51,828	24,008	27,820	115.9%
Total Transactions	294,181	141,289	152,892	108.2%

Preliminary Unaudited In Thousands

Gross Revenue By Vehicle Type & Pay Type

VEHICLE TYPE PAY TYPE		JAN 2025	JAN 2024	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
Passenger	EZP	51,331	52,625	(1,293)	-2.5%	539,103	510,864	28,239	5.5%
Passenger	TBP	15,480	14,366	1,113	7.8%	149,393	141,900	7,493	5.3%
Commercial	EZP	64,028	57,340	6,688	11.7%	499,653	464,532	35,121	7.6%
Commercial	TBP	7,891	5,638	2,252	40.0%	66,688	54,931	11,758	21.4%
Grand Total		138,729	129,969	8,760	6.7%	1,254,837	1,172,227	82,610	7.0%

VEHICLE TYPE		JAN 2025	JAN 2024	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
Passenger		66,811	66,991	(180)	-0.3%	688,496	652,764	35,732	5.5%
Commercial		71,919	62,978	8,940	14.2%	566,341	519,463	46,878	9.0%
Grand Total		138,729	129,969	8,760	6.7%	1,254,837	1,172,227	82,610	7.0%

PAY TYPE		JAN 2025	JAN 2024	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
EZP		115,359	109,965	5,394	4.9%	1,038,756	975,396	63,359	6.5%
TBP		23,370	20,004	3,366	16.8%	216,081	196,830	19,251	9.8%
Grand Total		138,729	129,969	8,760	6.7%	1,254,837	1,172,227	82,610	7.0%

Gross Revenue By District & Vehicle Type & Pay Type

Fiscal Year 2025																									
DISTRICT	VEHICLE TYPE	PAY TYPE	JUN 2024	JUL 2024	AUG 2024	SEP 2024	OCT 2024	NOV 2024	DEC 2024	JAN 2025	YTD		VEHICLE TYPE	PAY TYPE	JUN 2024	JUL 2024	AUG 2024	SEP 2024	OCT 2024	NOV 2024	DEC 2024	JAN 2025	YTD		
District 1	Passenger	EZP	17,512	18,904	19,296	16,686	17,244	16,083	16,368	12,290	134,382		Passenger	EZP	69,930	73,592	74,936	67,040	70,351	65,833	66,090	51,331	539,103		
District 1	Passenger	TBP	6,136	7,570	7,441	6,330	5,965	5,059	4,985	4,398	47,884		Passenger	TBP	18,560	22,768	22,546	19,595	18,609	16,075	15,759	15,480	149,393		
District 1	Commercial	EZP	19,227	20,022	20,809	19,479	21,293	18,409	17,901	19,275	156,415		Commercial	EZP	61,362	63,881	65,457	61,943	67,048	58,916	57,019	64,028	499,653		
District 1	Commercial	TBP	2,663	3,032	3,070	2,819	2,782	2,525	2,359	2,506	21,754		Commercial	TBP	8,007	9,291	9,064	8,807	8,487	7,770	7,371	7,891	66,688		
District 2	Passenger	EZP	4,310	4,816	4,796	3,891	4,223	3,808	3,978	2,665	32,488		Grand Total		157,859	169,532	172,003	157,385	164,495	148,595	146,238	138,729	1,254,837		
District 2	Passenger	TBP	1,696	2,118	2,122	1,582	1,672	1,198	1,240	1,351	12,980														
District 2	Commercial	EZP	6,088	6,267	6,438	6,155	6,733	5,784	5,500	5,873	48,836														
District 2	Commercial	TBP	761	889	909	863	850	758	678	696	6,404														
District 3	Passenger	EZP	9,610	9,937	10,367	9,450	10,069	9,377	9,318	6,228	74,355														
District 3	Passenger	TBP	2,629	3,092	3,106	2,685	2,717	2,292	2,217	2,179	20,918														
District 3	Commercial	EZP	12,688	12,969	13,323	12,697	13,745	12,237	11,924	15,052	104,633														
District 3	Commercial	TBP	1,474	1,749	1,620	1,605	1,589	1,505	1,470	1,916	12,927														
District 4	Passenger	EZP	29,624	30,242	30,595	28,397	29,648	28,158	28,512	24,844	230,020														
District 4	Passenger	TBP	5,961	7,228	7,085	6,610	6,049	5,565	5,528	5,774	49,800														
District 4	Commercial	EZP	16,143	17,103	17,311	16,343	17,592	15,601	15,256	17,700	133,050														
District 4	Commercial	TBP	2,131	2,510	2,380	2,353	2,263	2,101	2,075	2,021	17,833														
District 5	Passenger	EZP	8,874	9,693	9,881	8,616	9,166	8,408	7,913	5,305	67,857														
District 5	Passenger	TBP	2,138	2,760	2,791	2,388	2,206	1,961	1,789	1,777	17,811														
District 5	Commercial	EZP	7,216	7,520	7,576	7,269	7,685	6,885	6,438	6,129	56,718														
District 5	Commercial	TBP	978	1,110	1,087	1,169	1,003	881	788	753	7,770														
Grand Total			157,859	169,532	172,003	157,385	164,495	148,595	146,238	138,729	1,254,837														

Gross Revenue By District & Vehicle Type & Pay Type

Fiscal Year 2024																									
DISTRICT	VEHICLE TYPE	PAY TYPE	JUN 2023	JUL 2023	AUG 2023	SEP 2023	OCT 2023	NOV 2023	DEC 2023	JAN 2024	YTD		VEHICLE TYPE	PAY TYPE	JUN 2023	JUL 2023	AUG 2023	SEP 2023	OCT 2023	NOV 2023	DEC 2023	JAN 2024	YTD		
District 1	Passenger	EZP	17,294	17,623	16,763	16,348	15,885	15,295	15,263	13,027	127,496		Passenger	EZP	67,690	69,600	68,352	64,981	64,300	61,885	61,431	52,625	510,864		
District 1	Passenger	TBP	6,328	6,413	5,277	6,412	5,604	4,766	6,415	4,494	45,709		Passenger	TBP	19,433	18,862	16,237	20,653	17,221	15,452	19,676	14,366	141,900		
District 1	Commercial	EZP	19,516	18,126	19,396	18,035	19,122	17,539	17,077	18,437	147,248		Commercial	EZP	61,255	57,730	61,511	56,630	60,169	55,756	54,141	57,340	464,532		
District 1	Commercial	TBP	2,448	2,405	1,979	2,631	2,517	1,794	2,765	1,894	18,434		Commercial	TBP	7,077	6,832	5,910	7,970	7,501	5,663	8,339	5,638	54,931		
District 2	Passenger	EZP	4,323	4,741	4,347	3,934	3,704	3,678	3,583	2,810	31,121		Grand Total		155,455	153,024	152,011	150,234	149,191	138,756	143,586	129,969	1,172,227		
District 2	Passenger	TBP	1,886	1,829	1,766	1,778	1,382	1,231	1,586	1,239	12,696														
District 2	Commercial	EZP	6,063	5,774	6,189	5,752	5,972	5,424	5,328	5,627	46,130														
District 2	Commercial	TBP	765	701	673	817	706	549	758	557	5,527														
District 3	Passenger	EZP	9,294	9,387	9,352	9,063	9,039	8,709	8,554	6,938	70,336														
District 3	Passenger	TBP	2,766	2,581	2,236	2,844	2,408	2,272	2,789	1,987	19,883														
District 3	Commercial	EZP	12,206	11,513	12,348	11,595	12,280	11,412	10,964	11,753	94,070														
District 3	Commercial	TBP	1,329	1,287	1,107	1,453	1,430	1,122	1,631	1,145	10,505														
District 4	Passenger	EZP	28,372	28,804	28,870	27,290	27,512	26,478	26,459	23,311	216,916														
District 4	Passenger	TBP	6,267	5,924	5,044	7,012	5,781	5,302	6,660	5,000	46,991														
District 4	Commercial	EZP	16,324	15,573	16,381	14,928	15,951	15,071	14,550	15,057	123,834														
District 4	Commercial	TBP	1,789	1,753	1,493	2,150	1,992	1,437	2,283	1,624	14,521														
District 5	Passenger	EZP	8,407	9,044	9,021	8,346	8,161	7,725	7,572	6,719	64,995														
District 5	Passenger	TBP	2,186	2,114	1,915	2,606	2,046	1,882	2,225	1,646	16,620														
District 5	Commercial	EZP	7,145	6,745	7,197	6,320	6,843	6,309	6,223	6,467	53,250														
District 5	Commercial	TBP	745	686	658	918	855	761	901	418	5,943														
Grand Total			155,455	153,024	152,011	150,234	149,191	138,756	143,586	129,969	1,172,227														

Gross Revenue By District & Vehicle Type & Pay Type

% Variance FY 25 vs FY 24												
DISTRICT	VEHICLE TYPE	PAY TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	YTD	
District 1	Passenger	EZP	1.3%	7.3%	15.1%	2.1%	8.6%	5.2%	7.2%	-5.7%	5.4%	
District 1	Passenger	TBP	-3.0%	18.0%	41.0%	-1.3%	6.4%	6.1%	-22.3%	-2.1%	4.8%	
District 1	Commercial	EZP	-1.5%	10.5%	7.3%	8.0%	11.4%	5.0%	4.8%	4.5%	6.2%	
District 1	Commercial	TBP	8.7%	26.1%	55.1%	7.1%	10.5%	40.8%	-14.7%	32.3%	18.0%	
District 2	Passenger	EZP	-0.3%	1.6%	10.3%	-1.1%	14.0%	3.5%	11.0%	-5.2%	4.4%	
District 2	Passenger	TBP	-10.1%	15.8%	20.2%	-11.0%	21.0%	-2.6%	-21.8%	9.1%	2.2%	
District 2	Commercial	EZP	0.4%	8.5%	4.0%	7.0%	12.7%	6.6%	3.2%	4.4%	5.9%	
District 2	Commercial	TBP	-0.6%	26.9%	35.0%	5.5%	20.4%	38.0%	-10.5%	24.9%	15.9%	
District 3	Passenger	EZP	3.4%	5.9%	10.9%	4.3%	11.4%	7.7%	8.9%	-10.2%	5.7%	
District 3	Passenger	TBP	-5.0%	19.8%	38.9%	-5.6%	12.8%	0.9%	-20.5%	9.7%	5.2%	
District 3	Commercial	EZP	3.9%	12.6%	7.9%	9.5%	11.9%	7.2%	8.8%	28.1%	11.2%	
District 3	Commercial	TBP	10.9%	35.9%	46.3%	10.4%	11.1%	34.1%	-9.9%	67.4%	23.1%	
District 4	Passenger	EZP	4.4%	5.0%	6.0%	4.1%	7.8%	6.3%	7.8%	7.4%	6.0%	
District 4	Passenger	TBP	-4.9%	22.0%	40.5%	-5.7%	4.6%	5.0%	-17.0%	15.5%	6.0%	
District 4	Commercial	EZP	-1.1%	9.8%	5.7%	9.5%	10.3%	9.4%	7.4%	4.9%	7.4%	
District 4	Commercial	TBP	19.2%	43.2%	59.4%	9.4%	13.6%	46.2%	-9.1%	24.4%	22.8%	
District 5	Passenger	EZP	5.6%	7.2%	9.5%	3.2%	12.3%	8.8%	4.5%	-21.0%	4.4%	
District 5	Passenger	TBP	-2.2%	30.6%	45.8%	-8.4%	7.8%	4.2%	-19.6%	7.9%	7.2%	
District 5	Commercial	EZP	1.0%	11.5%	5.3%	15.0%	12.3%	9.1%	3.4%	-5.2%	6.5%	
District 5	Commercial	TBP	31.3%	61.8%	65.2%	27.3%	17.3%	15.8%	-12.6%	80.0%	30.7%	
Grand Total			1.5%	10.8%	13.2%	4.8%	10.3%	7.1%	1.8%	6.7%	7.0%	

% Change FY2025 vs FY 2024									
% Change	% Change	% Change	% Change	% Change	% Change	% Change	% Change	% Change	% Change
JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Fiscal YTD
-2.3%	0.3%	-1.1%	0.1%	2.6%	-0.8%	2.8%	-8.5%	-0.7%	
-5.1%	5.7%	-2.6%	1.3%	4.7%	-2.1%	1.5%	-7.1%	-0.4%	
1.9%	2.2%	2.7%	1.4%	7.0%	4.8%	8.0%	25.7%	6.1%	
5.8%	15.7%	7.7%	7.1%	15.9%	9.1%	16.7%	70.8%	17.7%	
-1.6%	1.9%	-0.3%	0.7%	4.2%	0.3%	4.0%	0.3%	1.2%	