

**Pennsylvania Turnpike Commission  
Financial Comparison Report - Current Year to Prior Year Net Toll Revenue and Transactions  
For The Fiscal Period Ended January 31, 2026**

**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 as the full System conversion to an Axle/Height (A/H) Vehicle Classification format.\***

	<i>Preliminary Unaudited In Thousands</i>			
	Jan-26	Jan-25	\$ Variance	% Variance
<b>Revenues*</b>				
Passenger	\$71,788	\$66,811	\$4,977	7.4%
Commercial	\$75,202	\$71,918	\$3,284	4.6%
<b>Gross Toll Revenue</b>	<b>\$146,990</b>	<b>\$138,729</b>	<b>\$8,261</b>	<b>6.0%</b>
Net Disc & Adj. & Toll Bad Debt	(\$19,932)	(\$12,971)	(\$6,961)	53.7%
<b>Net Toll Revenue</b>	<b>\$127,058</b>	<b>\$125,758</b>	<b>\$1,300</b>	<b>1.0%</b>
<b>Transactions*</b>				
Passenger	24,436	24,990	(554)	(2.2%)
Commercial	6,088	6,199	(111)	(1.8%)
<b>Total Transactions</b>	<b>30,524</b>	<b>31,189</b>	<b>(665)</b>	<b>(2.1%)</b>

**Fiscal Year-To-Date (January - 8 Months)**

	<i>Preliminary Unaudited In Thousands</i>			
	Jan-26	Jan-25	\$ Variance	% Variance
<b>Revenues*</b>				
Passenger	\$714,583	\$688,496	\$26,087	3.8%
Commercial	\$655,695	\$566,341	\$89,354	15.8%
<b>Gross Toll Revenue</b>	<b>\$1,370,278</b>	<b>\$1,254,837</b>	<b>\$115,441</b>	<b>9.2%</b>
Net Disc & Adj. & Toll Bad Debt	(\$143,409)	(\$114,109)	(\$29,300)	25.7%
<b>Net Toll Revenue</b>	<b>\$1,226,869</b>	<b>\$1,140,728</b>	<b>\$86,141</b>	<b>7.6%</b>
<b>Transactions*</b>				
Passenger	245,438	244,498	940	0.4%
Commercial	53,884	53,072	812	1.5%
<b>Total Transactions</b>	<b>299,322</b>	<b>297,570</b>	<b>1,752</b>	<b>0.6%</b>

\*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 revenues to the passenger category provides more consistent reporting compared to prior periods.

Gross Revenue By Vehicle Type & Pay Type

VEHICLE TYPE	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
Passenger	55,632	51,331	4,301	8.4%	554,706	539,103	15,603	2.9%			
Passenger	16,156	15,480	677	4.4%	159,877	149,393	10,485	7.0%			
Commercial	66,688	64,028	2,660	4.1%	572,085	499,653	72,432	14.5%			
Commercial	8,544	7,851	693	8.7%	63,030	60,688	2,342	3.9%			
<b>Grand Total</b>	<b>146,990</b>	<b>138,729</b>	<b>8,261</b>	<b>6.0%</b>	<b>1,370,278</b>	<b>1,254,837</b>	<b>115,441</b>	<b>9.2%</b>			

VEHICLE TYPE	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
Passenger	71,788	66,811	4,977	7.4%	688,436	26,088	3.8%				
Commercial	75,202	71,918	3,284	4.6%	655,059	566,341	88,718	13.5%			
<b>Grand Total</b>	<b>146,990</b>	<b>138,729</b>	<b>8,261</b>	<b>6.0%</b>	<b>1,370,278</b>	<b>1,254,837</b>	<b>115,441</b>	<b>9.2%</b>			

PAY TYPE	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
EZP	122,280	115,359	6,921	6.0%	1,126,771	1,038,756	88,015	8.5%			
TBP	24,710	23,370	1,340	5.7%	243,507	216,081	27,426	12.7%			
<b>Grand Total</b>	<b>146,990</b>	<b>138,729</b>	<b>8,261</b>	<b>6.0%</b>	<b>1,370,278</b>	<b>1,254,837</b>	<b>115,441</b>	<b>9.2%</b>			

Gross Revenue By District & Vehicle Type & Pay Type

DISTRICT	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
District 1	18,777	19,143	(366)	(1.9%)	164,011	17,477	16,387	15,354	1,033	6.7%	
District 2	6,992	7,991	(999)	(12.6%)	61,017	6,215	5,804	50,043	11,974	23.9%	
District 3	20,610	22,352	(1,742)	(8.5%)	233,615	22,376	19,455	20,559	8,900	43.3%	
District 4	3,266	3,777	(511)	(13.5%)	33,593	3,540	3,593	3,191	402	12.6%	
District 5	4,078	4,536	(458)	(10.1%)	34,335	3,738	3,629	2,659	1,000	37.6%	
District 6	5,940	6,198	(258)	(4.3%)	61,044	6,454	6,134	5,609	525	9.3%	
District 7	817	995	(178)	(17.8%)	6,889	825	789	652	137	21.0%	
District 8	9,710	10,271	(561)	(5.5%)	92,678	8,561	6,797	74,142	18,536	25.1%	
District 9	3,055	3,779	(724)	(19.1%)	27,880	2,446	2,530	2,248	292	12.9%	
District 10	15,682	17,259	(1,577)	(9.1%)	149,443	15,790	15,266	131,703	17,741	13.5%	
District 11	2,514	3,067	(553)	(18.0%)	28,882	2,882	2,781	2,294	487	21.2%	
District 12	33,147	34,498	(1,351)	(3.9%)	334,482	31,761	30,476	27,344	4,128	15.1%	
District 13	7,441	8,455	(1,014)	(12.0%)	67,701	7,097	6,871	58,082	9,619	16.5%	
District 14	19,952	21,625	(1,673)	(7.7%)	228,895	21,556	20,008	19,312	2,244	11.6%	
District 15	2,490	2,957	(467)	(15.8%)	28,855	2,855	2,679	2,198	477	21.7%	
District 16	7,250	8,492	(1,242)	(14.6%)	74,994	6,802	6,253	5,628	1,174	20.8%	
District 17	2,065	2,641	(576)	(21.8%)	20,995	1,778	1,737	1,668	66	3.9%	
District 18	6,911	7,461	(550)	(7.4%)	66,640	6,740	6,560	6,740	(180)	(2.7%)	
District 19	773	933	(160)	(17.1%)	824	761	654	554	100	18.0%	
<b>Grand Total</b>	<b>172,292</b>	<b>188,626</b>	<b>(16,334)</b>	<b>(8.7%)</b>	<b>1,770,094</b>	<b>177,094</b>	<b>177,094</b>	<b>168,626</b>	<b>8,468</b>	<b>5.0%</b>	

Gross Revenue By District & Vehicle Type & Pay Type

DISTRICT	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
District 1	17,512	18,904	(1,392)	(7.4%)	166,886	17,244	16,083	12,290	4,793	39.0%	
District 2	6,136	7,570	(1,434)	(19.1%)	6,330	5,965	5,059	4,985	774	15.5%	
District 3	19,227	20,022	(795)	(3.9%)	194,779	21,293	18,409	17,901	4,892	27.3%	
District 4	2,663	3,032	(369)	(12.1%)	2,819	2,782	2,525	2,359	166	7.0%	
District 5	4,310	4,816	(506)	(10.5%)	4,796	3,891	3,808	3,978	(887)	(22.3%)	
District 6	1,696	2,118	(422)	(24.7%)	1,582	1,672	1,198	1,240	(358)	(29.6%)	
District 7	6,088	6,267	(179)	(2.9%)	6,155	6,733	5,784	5,500	284	5.1%	
District 8	761	889	(128)	(14.4%)	863	860	758	696	162	23.3%	
District 9	9,610	9,937	(327)	(3.3%)	94,500	10,069	9,377	9,318	62	0.7%	
District 10	2,629	3,092	(463)	(15.0%)	2,685	2,717	2,292	2,217	475	21.4%	
District 11	12,688	12,969	(281)	(2.2%)	126,697	13,745	12,237	11,924	2,821	23.6%	
District 12	1,474	1,749	(275)	(15.7%)	1,605	1,589	1,505	1,470	1,395	9.5%	
District 13	29,624	30,242	(618)	(2.0%)	283,997	29,648	28,512	24,844	4,774	19.2%	
District 14	5,961	7,228	(1,267)	(17.4%)	6,610	6,049	5,665	5,774	875	15.3%	
District 15	16,143	17,103	(960)	(5.6%)	163,343	17,592	15,601	15,256	1,341	8.8%	
District 16	2,131	2,510	(379)	(15.1%)	2,380	2,263	2,101	2,075	28	1.3%	
District 17	8,874	9,693	(819)	(9.2%)	8,616	9,166	8,408	7,913	503	6.4%	
District 18	2,138	2,760	(622)	(22.5%)	2,388	2,206	1,891	1,789	1,099	61.4%	
District 19	7,216	7,520	(304)	(4.0%)	7,269	7,685	6,885	6,438	447	6.9%	
District 20	923	1,110	(187)	(16.8%)	1,087	1,003	881	788	93	11.8%	
<b>Grand Total</b>	<b>157,859</b>	<b>169,532</b>	<b>(11,673)</b>	<b>(6.9%)</b>	<b>1,673,385</b>	<b>164,495</b>	<b>148,595</b>	<b>146,238</b>	<b>2,257</b>	<b>1.5%</b>	

Gross Revenue By District & Vehicle Type & Pay Type

DISTRICT	JAN 2026		JAN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
District 1	2.1%	1.3%	0.8%	6.3%	-1.7%	1.4%	2.0%	7.4%	0.6%	-8.2%	
District 2	13.9%	5.6%	-1.8%	-3.2%	4.2%	6.8%	3.8%	10.3%	4.5%	44.4%	
District 3	7.2%	11.6%	5.6%	48.3%	18.4%	5.1%	5.7%	12.1%	2.8%	48.8%	
District 4	22.7%	24.6%	7.7%	31.1%	27.5%	27.2%	42.3%	35.3%	24.2%	57.2%	
District 5	-5.4%	-5.8%	-0.4%	(0.7%)	-11.7%	-11.6%	-5.2%	-16.3%	-0.3%	1.8%	
District 6	1.6%	3.9%	-15.3%	(39.2%)	-15.0%	-15.0%	0.8%	-9.2%	-5.9%	65.3%	
District 7	-2.4%	-1.2%	-0.8%	(6.7%)	-0.8%	-5.5%	4.5%	2.0%	-2.1%	(50.0%)	
District 8	7.3%	11.9%	-9.8%	(82.4%)	-2.9%	-4.2%	10.7%	-6.3%	2.1%	(20.0%)	
District 9	1.0%	3.4%	3.0%	88.2%	-4.5%	-3.4%	-0.1%	9.1%	-0.3%	(3.3%)	
District 10	22.2%	33.1%	5.5%	24.8%	3.6%	6.7%	14.1%	3.2%	9.5%	67.7%	
District 11	23.6%	75.4%	28.5%	121.5%	45.4%	25.1%	91.5%	89.2%	19.7%	22.1%	
District 12	70.6%	75.4%	60.1%	81.6%	76.3%	12.9%	12.8%	6.9%	10.1%	121.1%	
District 13	11.9%	14.1%	14.9%	107.2%	12.3%	12.6%	23.5%	22.3%	6.7%	29.3%	
District 14	24.8%	17.0%	15.7%	7.4%	17.3%	23.5%	31.1%	9.1%	24.8%	100.0%	
District 15	23.6%	26.4%	23.6%	88.3%	40.1%	22.5%	35.9%	29.1%	8.8%	21.6%	
District 16	16.8%	17.8%	19.6%	110.1%	-18.2%	-19.1%	-19.1%	-21.0%	-6.1%	(28.8%)	
District 17	-18.3%	-12.4%	-4.3%	(35.0%)	-12.4%	-9.6%	-9.3%	-2.9%	-6.1%	(65.6%)	
District 18	-3.4%	-4.3%	-0.9%	(20.6%)	-4.3%	-4.7%	-4.7%	-4.7%	0.8%	(16.7%)	
District 19	-4.2%	-0.8%	-2.8%	(34.4%)	-2.8%	-3.5%	-4.7%	-4.7%	0.8%	(16.7%)	
District 20	-21.0%	-15.7%	-19.2%	(122.3%)	-17.6%	-5.9%	-3.5%	-13.1%	-15.8%	(48.3%)	
<b>Grand Total</b>	<b>9.1%</b>	<b>11.3%</b>	<b>8.2%</b>	<b>72.6%</b>	<b>12.5%</b>	<b>7.7%</b>	<b>9.2%</b>	<b>9.3%</b>	<b>6.0%</b>	<b>(35.3%)</b>	

VEHICLE TYPE	JUN 2026		JUN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
Passenger	72,062	70,940	1,122	1.6%	679,936	71,919	67,936	63,974	3,962	6.2%	
Passenger	21,275	25,987	(4,712)	(18.1%)	193,536	19,508	17,834	17,453	1,381	7.9%	
Commercial	69,095	74,889	(5,794)	(7.7%)	74,907	74,907	65,241	68,206	6,965	10.5%	
Commercial	9,860	11,730	(1,870)	(16.0%)	11,855	10,747	10,163	8,544	1,619	18.9%	
<b>Grand Total</b>	<b>172,292</b>	<b>188,626</b>	<b>(16,334)</b>	<b>(8.7%)</b>	<b>1,770,094</b>	<b>177,094</b>	<b>177,094</b>	<b>168,626</b>	<b>8,468</b>	<b>5.0%</b>	

VEHICLE TYPE	JUN 2026		JUN 2025		% Variance		YTD	PY YTD	\$ Variance		% Variance
	Amount	Count	Amount	Count	Amount	Count			Amount	Count	
Passenger	69,860	73,592	(3,732)	(5.1%)	670,040	70,351	65,833	66,090	5,131	7.8%	
Passenger	18,560	22,768	(4,208)	(18.5%)	16,546	19,556	16,075	15,480	1,095	7.1%	
Commercial	61,362	63,881	(2,519)	(3.9%)	61,943	67,048	58,916	57,019	1,927	3.4%	
Commercial	8,007	9,291	(1,284)	(13.8%)	9,064	8,807	7,371	7,371	693	9.4%	
<b>Grand Total</b>	<b>157,859</b>	<b>169,532</b>	<b>(11,673)</b>	<b>(6.9%)</b>	<b>1,673,385</b>	<b>164,495</b>	<b>148,595</b>	<b>146,238</b>	<b>2,257</b>		

