

Pennsylvania Turnpike Commission
Financial Comparison Report - Current Year to Prior Year Net Toll Revenue and Transactions
For The Fiscal Period Ended July 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> | | | |
|---------------------------------|---|------------------|-------------------|-------------------|
| | Jul-25 | Jul-24 | \$ Variance | % Variance |
| Revenues* | | | | |
| Passenger | \$102,007 | \$96,360 | \$5,647 | 5.9% |
| Commercial | \$86,619 | \$73,172 | \$13,447 | 18.4% |
| Gross Toll Revenue | \$188,626 | \$169,532 | \$19,094 | 11.3% |
| Net Disc & Adj. & Toll Bad Debt | (\$17,396) | (\$15,482) | (\$1,914) | 12.4% |
| Net Toll Revenue | \$171,230 | \$154,050 | \$17,180 | 11.2% |
| | | | | |
| Transactions* | Jul-25 | Jul-24 | # Variance | % Variance |
| Passenger | 33,358 | 32,295 | 1,063 | 3.3% |
| Commercial | 7,146 | 6,950 | 196 | 2.8% |
| Total Transactions | 40,504 | 39,245 | 1,259 | 3.2% |

Fiscal Year-To-Date (July - 2 Months)

| | <i>Preliminary Unaudited In Thousands</i> | | | |
|---------------------------------|---|------------------|-------------------|-------------------|
| | Jul-25 | Jul-24 | \$ Variance | % Variance |
| Revenues* | | | | |
| Passenger | \$195,344 | \$184,850 | \$10,494 | 5.7% |
| Commercial | \$165,574 | \$142,541 | \$23,033 | 16.2% |
| Gross Toll Revenue | \$360,918 | \$327,391 | \$33,527 | 10.2% |
| Net Disc & Adj. & Toll Bad Debt | (\$31,961) | (\$27,972) | (\$3,989) | 14.3% |
| Net Toll Revenue | \$328,957 | \$299,419 | \$29,538 | 9.9% |
| | | | | |
| Transactions* | Jul-25 | Jul-24 | # Variance | % Variance |
| Passenger | 65,527 | 64,017 | 1,510 | 2.4% |
| Commercial | 13,991 | 13,628 | 363 | 2.7% |
| Total Transactions | 79,518 | 77,645 | 1,873 | 2.4% |

*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.

Sample Comparison of ORT+A/H Reporting Methodology
vs
Trip+Weight Reporting Methodology

| | ORT+A/H Format | Trip+Weight Format | | |
|------------------------------------|-------------------|-----------------------|-------------|------------|
| | | | | |
| Preliminary Unaudited In Thousands | | | | |
| | Jul-24 | Jul-24 | \$ Variance | % Variance |
| Revenues* | | | | |
| Passenger | \$96,360 | \$92,856 | \$3,504 | 3.8% |
| Commercial | \$73,172 | \$76,676 | (\$3,504) | (4.6%) |
| Gross Toll Revenue | \$169,532 | \$169,532 | \$0 | 0.0% |
| Net Disc & Adj. & Toll Bad Debt | (\$15,482) | (\$15,482) | \$0 | 0.0% |
| Net Toll Revenue | \$154,050 | \$154,050 | \$0 | 0.0% |
| | | | | |
| | Jul-24 | Jul-24 | # Variance | % Variance |
| Transactions* | | | | |
| Passenger | 32,295 | 15,688 | 16,607 | 105.9% |
| Commercial | 6,950 | 3,232 | 3,718 | 115.0% |
| Total Transactions | 39,245 | 18,920 | 20,325 | 107.4% |

Fiscal Year-To-Date (July - 2 Months)

| | ORT+A/H Format | Trip+Weight Format | | |
|------------------------------------|-------------------|-----------------------|-------------|------------|
| | | | | |
| Preliminary Unaudited In Thousands | | | | |
| | Jul-24 | Jul-24 | \$ Variance | % Variance |
| Revenues* | | | | |
| Passenger | \$184,850 | \$178,026 | \$6,824 | 3.8% |
| Commercial | \$142,541 | \$149,365 | (\$6,824) | (4.6%) |
| Gross Toll Revenue | \$327,391 | \$327,391 | \$0 | 0.0% |
| Net Disc & Adj. & Toll Bad Debt | (\$27,972) | (\$27,972) | \$0 | 0.0% |
| Net Toll Revenue | \$299,419 | \$299,419 | \$0 | 0.0% |
| | | | | |
| Transactions* | Jul-24 | Jul-24 | # Variance | % Variance |
| Passenger | 64,017 | 31,029 | 32,988 | 106.3% |
| Commercial | 13,628 | 6,322 | 7,306 | 115.6% |
| Total Transactions | 77,645 | 37,351 | 40,294 | 107.9% |

Preliminary Unaudited In Thousands

Gross Revenue By Vehicle Type & Pay Type

| VEHICLE TYPE | PAY TYPE | JUL 2025 | JUL 2024 | \$ Variance | % Variance | YTD | PY YTD | \$ Variance | % Variance |
|--------------|----------|----------|----------|-------------|------------|---------|---------|-------------|------------|
| Passenger | EZP | 76,940 | 73,592 | 3,348 | 4.6% | 149,002 | 143,522 | 5,480 | 3.8% |
| Passenger | TBP | 25,067 | 22,768 | 2,299 | 10.1% | 46,342 | 41,329 | 5,014 | 12.1% |
| Commercial | EZP | 74,889 | 63,881 | 11,008 | 17.2% | 143,984 | 125,242 | 18,742 | 15.0% |
| Commercial | TBP | 11,730 | 9,291 | 2,439 | 26.3% | 21,590 | 17,298 | 4,292 | 24.8% |
| Grand Total | | 188,626 | 169,532 | 19,094 | 11.3% | 360,918 | 327,391 | 33,527 | 10.2% |

| VEHICLE TYPE | JUL 2025 | JUL 2024 | \$ Variance | % Variance | YTD | PY YTD | \$ Variance | % Variance |
|--------------|----------|----------|-------------|------------|---------|---------|-------------|------------|
| Passenger | 102,007 | 96,360 | 5,647 | 5.9% | 195,344 | 184,850 | 10,494 | 5.7% |
| Commercial | 86,619 | 73,172 | 13,447 | 18.4% | 165,574 | 142,541 | 23,033 | 16.2% |
| Grand Total | 188,626 | 169,532 | 19,094 | 11.3% | 360,918 | 327,391 | 33,527 | 10.2% |

| PAY TYPE | JUL 2025 | JUL 2024 | \$ Variance | % Variance | YTD | PY YTD | \$ Variance | % Variance |
|-------------|----------|----------|-------------|------------|---------|---------|-------------|------------|
| EZP | 151,829 | 137,473 | 14,356 | 10.4% | 292,986 | 268,764 | 24,222 | 9.0% |
| TBP | 36,797 | 32,059 | 4,738 | 14.8% | 67,932 | 58,627 | 9,305 | 15.9% |
| Grand Total | 188,626 | 169,532 | 19,094 | 11.3% | 360,918 | 327,391 | 33,527 | 10.2% |

Gross Revenue By District & Vehicle Type & Pay Type

Fiscal Year 2026

| DISTRICT | VEHICLE TYPE | PAY TYPE | JUN 2025 | JUL 2025 | AUG 2025 | SEP 2025 | OCT 2025 | NOV 2025 | DEC 2025 | JAN 2026 | FEB 2026 | MAR 2026 | APR 2026 | MAY 2026 | YTD |
|-------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|
| District 1 | Passenger | EZP | 17,877 | 19,143 | | | | | | | | | | | 37,020 |
| District 1 | Passenger | TBP | 6,992 | 7,991 | | | | | | | | | | | 14,982 |
| District 1 | Commercial | EZP | 20,610 | 22,352 | | | | | | | | | | | 42,961 |
| District 1 | Commercial | TBP | 3,266 | 3,777 | | | | | | | | | | | 7,043 |
| District 2 | Passenger | EZP | 4,078 | 4,535 | | | | | | | | | | | 8,613 |
| District 2 | Passenger | TBP | 1,723 | 2,201 | | | | | | | | | | | 3,924 |
| District 2 | Commercial | EZP | 5,940 | 6,191 | | | | | | | | | | | 12,131 |
| District 2 | Commercial | TBP | 817 | 995 | | | | | | | | | | | 1,811 |
| District 3 | Passenger | EZP | 9,710 | 10,271 | | | | | | | | | | | 19,981 |
| District 3 | Passenger | TBP | 3,055 | 3,779 | | | | | | | | | | | 6,834 |
| District 3 | Commercial | EZP | 15,682 | 17,259 | | | | | | | | | | | 32,941 |
| District 3 | Commercial | TBP | 2,514 | 3,067 | | | | | | | | | | | 5,581 |
| District 4 | Passenger | EZP | 33,147 | 34,498 | | | | | | | | | | | 67,645 |
| District 4 | Passenger | TBP | 7,441 | 8,455 | | | | | | | | | | | 15,896 |
| District 4 | Commercial | EZP | 19,952 | 21,625 | | | | | | | | | | | 41,578 |
| District 4 | Commercial | TBP | 2,490 | 2,957 | | | | | | | | | | | 5,446 |
| District 5 | Passenger | EZP | 7,250 | 8,492 | | | | | | | | | | | 15,743 |
| District 5 | Passenger | TBP | 2,065 | 2,641 | | | | | | | | | | | 4,706 |
| District 5 | Commercial | EZP | 6,911 | 7,461 | | | | | | | | | | | 14,373 |
| District 5 | Commercial | TBP | 773 | 936 | | | | | | | | | | | 1,709 |
| Grand Total | | | 172,292 | 188,626 | | | | | | | | | | | 360,918 |

| VEHICLE TYPE | PAY TYPE | JUN 2025 | JUL 2025 | YTD |
|--------------|----------|----------|----------|---------|
| Passenger | EZP | 72,062 | 76,940 | 149,002 |
| Passenger | TBP | 21,275 | 25,067 | 46,342 |
| Commercial | EZP | 69,095 | 74,889 | 143,984 |
| Commercial | TBP | 9,860 | 11,730 | 21,590 |
| Grand Total | | 172,292 | 188,626 | 360,918 |

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 | FEB 2025 | MAR 2025 | APR 2025 | MAY 2025 | YTD |
|-------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|
| District 1 | Passenger | EZP | 17,512 | 18,904 | | | | | | | | | | | 36,415 |
| District 1 | Passenger | TBP | 6,136 | 7,570 | | | | | | | | | | | 13,706 |
| District 1 | Commercial | EZP | 19,227 | 20,022 | | | | | | | | | | | 39,249 |
| District 1 | Commercial | TBP | 2,663 | 3,032 | | | | | | | | | | | 5,695 |
| District 2 | Passenger | EZP | 4,310 | 4,816 | | | | | | | | | | | 9,126 |
| District 2 | Passenger | TBP | 1,696 | 2,118 | | | | | | | | | | | 3,814 |
| District 2 | Commercial | EZP | 6,088 | 6,267 | | | | | | | | | | | 12,355 |
| District 2 | Commercial | TBP | 761 | 889 | | | | | | | | | | | 1,650 |
| District 3 | Passenger | EZP | 9,610 | 9,937 | | | | | | | | | | | 19,547 |
| District 3 | Passenger | TBP | 2,629 | 3,092 | | | | | | | | | | | 5,720 |
| District 3 | Commercial | EZP | 12,688 | 12,969 | | | | | | | | | | | 25,657 |
| District 3 | Commercial | TBP | 1,474 | 1,749 | | | | | | | | | | | 3,223 |
| District 4 | Passenger | EZP | 29,624 | 30,242 | | | | | | | | | | | 59,866 |
| District 4 | Passenger | TBP | 5,961 | 7,228 | | | | | | | | | | | 13,190 |
| District 4 | Commercial | EZP | 16,143 | 17,103 | | | | | | | | | | | 33,246 |
| District 4 | Commercial | TBP | 2,131 | 2,510 | | | | | | | | | | | 4,642 |
| District 5 | Passenger | EZP | 8,874 | 9,693 | | | | | | | | | | | 18,567 |
| District 5 | Passenger | TBP | 2,138 | 2,760 | | | | | | | | | | | 4,899 |
| District 5 | Commercial | EZP | 7,216 | 7,520 | | | | | | | | | | | 14,736 |
| District 5 | Commercial | TBP | 978 | 1,110 | | | | | | | | | | | 2,089 |
| Grand Total | | | 157,859 | 169,532 | | | | | | | | | | | 327,391 |

| VEHICLE TYPE | PAY TYPE | JUN 2024 | JUL 2024 | YTD |
|--------------|----------|----------|----------|---------|
| Passenger | EZP | 69,930 | 73,592 | 143,522 |
| Passenger | TBP | 18,560 | 22,768 | 41,329 |
| Commercial | EZP | 61,362 | 63,881 | 125,242 |
| Commercial | TBP | 8,007 | 9,291 | 17,298 |
| Grand Total | | 157,859 | 169,532 | 327,391 |

Gross Revenue By District & Vehicle Type & Pay Type

% Variance FY26 vs FY25

| DISTRICT | VEHICLE TYPE | PAY TYPE | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | YTD |
|-------------|--------------|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| District 1 | Passenger | EZP | 2.1% | 1.3% | | | | | | | | | | | 1.7% |
| District 1 | Passenger | TBP | 13.9% | 5.6% | | | | | | | | | | | 9.3% |
| District 1 | Commercial | EZP | 7.2% | 11.6% | | | | | | | | | | | 9.5% |
| District 1 | Commercial | TBP | 22.7% | 24.6% | | | | | | | | | | | 23.7% |
| District 2 | Passenger | EZP | -5.4% | -5.8% | | | | | | | | | | | -5.6% |
| District 2 | Passenger | TBP | 1.6% | 3.9% | | | | | | | | | | | 2.9% |
| District 2 | Commercial | EZP | -2.4% | -1.2% | | | | | | | | | | | -1.8% |
| District 2 | Commercial | TBP | 7.3% | 11.9% | | | | | | | | | | | 9.7% |
| District 3 | Passenger | EZP | 1.0% | 3.4% | | | | | | | | | | | 2.2% |
| District 3 | Passenger | TBP | 16.2% | 22.2% | | | | | | | | | | | 19.5% |
| District 3 | Commercial | EZP | 23.6% | 33.1% | | | | | | | | | | | 28.4% |
| District 3 | Commercial | TBP | 70.6% | 75.4% | | | | | | | | | | | 73.2% |
| District 4 | Passenger | EZP | 11.9% | 14.1% | | | | | | | | | | | 13.0% |
| District 4 | Passenger | TBP | 24.8% | 17.0% | | | | | | | | | | | 20.5% |
| District 4 | Commercial | EZP | 23.6% | 26.4% | | | | | | | | | | | 25.1% |
| District 4 | Commercial | TBP | 16.8% | 17.8% | | | | | | | | | | | 17.3% |
| District 5 | Passenger | EZP | -18.3% | -12.4% | | | | | | | | | | | -15.2% |
| District 5 | Passenger | TBP | -3.4% | -4.3% | | | | | | | | | | | -3.9% |
| District 5 | Commercial | EZP | -4.2% | -0.8% | | | | | | | | | | | -2.5% |
| District 5 | Commercial | TBP | -21.0% | -15.7% | | | | | | | | | | | -18.2% |
| Grand Total | | | 9.1% | 11.3% | | | | | | | | | | | 10.2% |

Change \$

| VEHICLE TYPE | PAY TYPE | JUN | JUL | YTD |
|--------------|----------|--------|--------|--------|
| Passenger | EZP | 2,132 | 3,348 | 5,480 |
| Passenger | TBP | 2,715 | 2,299 | 5,014 |
| Commercial | EZP | 7,734 | 11,008 | 18,742 |
| Commercial | TBP | 1,852 | 2,439 | 4,292 |
| Grand Total | | 14,433 | 19,094 | 33,527 |

Change %

| VEHICLE TYPE | PAY TYPE | JUN | JUL | YTD |
|--------------|----------|-------|-------|-------|
| Passenger | EZP | 3.0% | 4.6% | 3.8% |
| Passenger | TBP | 14.6% | 10.1% | 12.1% |
| Commercial | EZP | 12.6% | 17.2% | 15.0% |
| Commercial | TBP | 23.1% | 26.3% | 24.8% |
| Grand Total | | 9.1% | 11.3% | 10.2% |

| | | Fiscal Year FY 2026 | | | Fiscal Year FY 2025 | | | % Change FY 2026 vs FY 2025 | | |
|----------|----------------------|---------------------|-------------------|-------------------|---------------------|-------------------|-------------------|-----------------------------|----------|------------|
| | | Transaction Count | Transaction Count | Transaction Count | Transaction Count | Transaction Count | Transaction Count | % Change | % Change | % Change |
| Pay Type | Vehicle Type Month | JUN 2025 | JUL 2025 | Fiscal YTD | JUN 2024 | JUL 2024 | Fiscal YTD | JUN | JUL | Fiscal YTD |
| EZP | PASSENGER | 23,115,993 | 23,817,618 | 46,933,611 | 23,812,089 | 24,106,883 | 47,918,971 | -2.9% | -1.2% | -2.1% |
| EZP | COMMERCIAL | 5,236,494 | 5,448,485 | 10,684,979 | 5,538,524 | 5,744,002 | 11,282,527 | -5.5% | -5.1% | -5.3% |
| TBP | PASSENGER | 9,052,457 | 9,540,677 | 18,593,134 | 7,909,583 | 8,187,999 | 16,097,582 | 14.4% | 16.5% | 15.5% |
| TBP | COMMERCIAL | 1,608,303 | 1,697,595 | 3,305,898 | 1,139,732 | 1,206,074 | 2,345,806 | 41.1% | 40.8% | 40.9% |
| Total | | 39,013,247 | 40,504,375 | 79,517,622 | 38,399,928 | 39,244,958 | 77,644,886 | 1.6% | 3.2% | 2.4% |
| | | | | | | | | | | |
| | PASSENGER | 32,168,450 | 33,358,295 | 65,526,745 | 31,721,671 | 32,294,882 | 64,016,553 | 1.4% | 3.3% | 2.4% |
| | COMMERCIAL | 6,844,797 | 7,146,080 | 13,990,877 | 6,678,257 | 6,950,076 | 13,628,333 | 2.5% | 2.8% | 2.7% |
| Total | | 39,013,247 | 40,504,375 | 79,517,622 | 38,399,928 | 39,244,958 | 77,644,886 | 1.6% | 3.2% | 2.4% |
| | | - | - | - | - | - | - | | | |
| | | | | | | | | | | |
| | EZP | 28,352,487 | 29,266,103 | 57,618,590 | 29,350,613 | 29,850,885 | 59,201,498 | -3.4% | -2.0% | -2.7% |
| | TBP | 10,660,760 | 11,238,272 | 21,899,032 | 9,049,315 | 9,394,073 | 18,443,388 | 17.8% | 19.6% | 18.7% |
| Total | | 39,013,247 | 40,504,375 | 79,517,622 | 38,399,928 | 39,244,958 | 77,644,886 | 1.6% | 3.2% | 2.4% |