

Pennsylvania Turnpike Commission
Financial Comparison Report - Current Year to Prior Year Net Toll Revenue and Transactions
For The Fiscal Period Ended June 30, 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>			
<u>Revenues*</u>	Jun-26	Jun-25	\$ Variance	% Variance
Passenger	\$96,825	\$93,337	\$3,488	3.7%
Commercial	\$86,769	\$78,955	\$7,814	9.9%
Gross Toll Revenue	\$183,594	\$172,292	\$11,302	6.6%
Net Disc & Adj. & Toll Bad Debt	(\$16,425)	(\$14,565)	(\$1,860)	12.8%
Net Toll Revenue	\$167,169	\$157,727	\$9,442	6.0%
<u>Transactions*</u>	Jun-26	Jun-25	# Variance	% Variance
Passenger	32,421	32,168	253	0.8%
Commercial	7,304	6,845	459	6.7%
Total Transactions	39,725	39,013	712	1.8%

Fiscal Year-To-Date (June - 1 Month)

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*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.

Preliminary Unaudited In Thousands

Gross Revenue By Vehicle Type & Pay Type

VEHICLE TYPE	PAY TYPE	JUNE 2026	JUNE 2025	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
Passenger	EZP	75,793	72,062	3,731	5.2%	75,793	72,062	3,731	5.2%
Passenger	TBP	21,032	21,275	(243)	-1.1%	21,032	21,275	(243)	-1.1%
Commercial	EZP	75,986	69,095	6,891	10.0%	75,986	69,095	6,891	10.0%
Commercial	TBP	10,783	9,860	923	9.4%	10,783	9,860	923	9.4%
Grand Total		183,594	172,292	11,302	6.6%	183,594	172,292	11,302	6.6%

VEHICLE TYPE	JUNE 2026	JUNE 2025	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
Passenger	96,825	93,337	3,488	3.7%	96,825	93,337	3,488	3.7%
Commercial	86,769	78,955	7,814	9.9%	86,769	78,955	7,814	9.9%
Grand Total	183,594	172,292	11,302	6.6%	183,594	172,292	11,302	6.6%

PAY TYPE	JUNE 2026	JUNE 2025	\$ Variance	% Variance	YTD	PY YTD	\$ Variance	% Variance
EZP	151,780	141,157	10,622	7.5%	151,780	141,157	10,622	7.5%
TBP	31,814	31,135	680	2.2%	31,814	31,135	680	2.2%
Grand Total	183,594	172,292	11,302	6.6%	183,594	172,292	11,302	6.6%

Gross Revenue By District & Vehicle Type & Pay Type

Fiscal Year 2027																VEHICLE TYPE	PAY TYPE	JUN 2026	YTD
District 1	Passenger	EZP	18,536															18,536	18,536
District 1	Passenger	TBP	6,365															6,365	6,365
District 1	Commercial	EZP	22,425															22,425	22,425
District 1	Commercial	TBP	3,425															3,425	3,425
District 2	Passenger	EZP	4,224															4,224	4,224
District 2	Passenger	TBP	1,685															1,685	1,685
District 2	Commercial	EZP	6,519															6,519	6,519
District 2	Commercial	TBP	852															852	852
District 3	Passenger	EZP	9,925															9,925	9,925
District 3	Passenger	TBP	2,954															2,954	2,954
District 3	Commercial	EZP	16,272															16,272	16,272
District 3	Commercial	TBP	2,931															2,931	2,931
District 4	Passenger	EZP	35,181															35,181	35,181
District 4	Passenger	TBP	7,825															7,825	7,825
District 4	Commercial	EZP	22,889															22,889	22,889
District 4	Commercial	TBP	2,740															2,740	2,740
District 5	Passenger	EZP	7,927															7,927	7,927
District 5	Passenger	TBP	2,203															2,203	2,203
District 5	Commercial	EZP	7,882															7,882	7,882
District 5	Commercial	TBP	834															834	834
Grand Total			183,594															183,594	183,594

Gross Revenue By District & Vehicle Type & Pay Type

Fiscal Year 2026																VEHICLE TYPE	PAY TYPE	JUN 2025	YTD
District 1	Passenger	EZP	17,877															17,877	17,877
District 1	Passenger	TBP	6,992															6,992	6,992
District 1	Commercial	EZP	20,610															20,610	20,610
District 1	Commercial	TBP	3,266															3,266	3,266
District 2	Passenger	EZP	4,078															4,078	4,078
District 2	Passenger	TBP	1,723															1,723	1,723
District 2	Commercial	EZP	5,940															5,940	5,940
District 2	Commercial	TBP	817															817	817
District 3	Passenger	EZP	9,710															9,710	9,710
District 3	Passenger	TBP	3,055															3,055	3,055
District 3	Commercial	EZP	15,682															15,682	15,682
District 3	Commercial	TBP	2,514															2,514	2,514
District 4	Passenger	EZP	33,147															33,147	33,147
District 4	Passenger	TBP	7,441															7,441	7,441
District 4	Commercial	EZP	19,952															19,952	19,952
District 4	Commercial	TBP	2,490															2,490	2,490
District 5	Passenger	EZP	7,250															7,250	7,250
District 5	Passenger	TBP	2,065															2,065	2,065
District 5	Commercial	EZP	6,911															6,911	6,911
District 5	Commercial	TBP	773															773	773
Grand Total			172,292															172,292	172,292

Gross Revenue By District & Vehicle Type & Pay Type

% Variance FY27 vs FY26																Change \$			
DISTRICT	VEHICLE TYPE	PAY TYPE	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	YTD	VEHICLE TYPE	PAY TYPE	JUN	YTD
District 1	Passenger	EZP	3.7%												3.7%	Passenger	EZP	3,731	3,731
District 1	Passenger	TBP	-9.0%												-9.0%	Passenger	TBP	(243)	(243)
District 1	Commercial	EZP	8.8%												8.8%	Commercial	EZP	6,891	6,891
District 1	Commercial	TBP	4.9%												4.9%	Commercial	TBP	923	923
District 2	Passenger	EZP	3.6%												3.6%	Grand Total		11,302	11,302
District 2	Passenger	TBP	-2.2%												-2.2%				
District 2	Commercial	EZP	9.7%												9.7%				
District 2	Commercial	TBP	4.4%												4.4%				
District 3	Passenger	EZP	2.2%												2.2%	Passenger	EZP	5.2%	5.2%
District 3	Passenger	TBP	-3.3%												-3.3%	Passenger	TBP	-1.1%	-1.1%
District 3	Commercial	EZP	3.8%												3.8%	Commercial	EZP	10.0%	10.0%
District 3	Commercial	TBP	16.6%												16.6%	Commercial	TBP	9.4%	9.4%
District 4	Passenger	EZP	6.1%												6.1%	Grand Total		6.6%	6.6%
District 4	Passenger	TBP	5.2%												5.2%				
District 4	Commercial	EZP	14.7%												14.7%				
District 4	Commercial	TBP	10.1%												10.1%				
District 5	Passenger	EZP	9.3%												9.3%				
District 5	Passenger	TBP	6.7%												6.7%				
District 5	Commercial	EZP	14.0%												14.0%				
District 5	Commercial	TBP	7.9%												7.9%				
Grand Total			6.6%												6.6%				

		Fiscal Year FY 2027		Fiscal Year FY 2026		% Change FY 2027 vs FY 2026	
Pay Type	Vehicle Type Month	Transaction Count	Transaction Count	Transaction Count	Transaction Count	% Change	% Change
		JUN 2026	Fiscal YTD	JUN 2025	Fiscal YTD	JUN	Fiscal YTD
EZP	PASSENGER	22,977,835	22,977,835	23,115,993	23,115,993	-0.6%	-0.6%
EZP	COMMERCIAL	5,546,692	5,546,692	5,236,494	5,236,494	5.9%	5.9%
TBP	PASSENGER	9,443,151	9,443,151	9,052,457	9,052,457	4.3%	4.3%
TBP	COMMERCIAL	1,757,191	1,757,191	1,608,303	1,608,303	9.3%	9.3%
Total		39,724,869	39,724,869	39,013,247	39,013,247	1.8%	1.8%

PASSENGER	32,420,986	32,420,986	32,168,450	32,168,450	0.8%	0.8%
COMMERCIAL	7,303,883	7,303,883	6,844,797	6,844,797	6.7%	6.7%
Total	39,724,869	39,724,869	39,013,247	39,013,247	1.8%	1.8%

EZP	28,524,527	28,524,527	28,352,487	28,352,487	0.6%	0.6%
TBP	11,200,342	11,200,342	10,660,760	10,660,760	5.1%	5.1%
Total	39,724,869	39,724,869	39,013,247	39,013,247	1.8%	1.8%