



101 East River Drive, Suite 1A
East Hartford, Connecticut 06108
tel: 860 529-7615

April 11, 2025

Mr. Richard Dreher
Chief Financial Officer
Pennsylvania Turnpike Commission
700 South Eisenhower Boulevard
Middletown, PA 17057

Subject: Pennsylvania Turnpike Commission 2025 Traffic and Toll Revenue Bring Down Letter

Dear Mr. Dreher:

The Pennsylvania Turnpike Commission (PTC or Commission) asked CDM Smith to prepare this *2025 Traffic and Toll Revenue Bring Down Letter (2025 Bring Down Letter)* to be used in support of the Commission's financial planning, ongoing capital improvement program, and other funding requirements. This letter provides an update to the *2024 Traffic and Toll Revenue Bring Down Letter (2024 Bring Down Letter)* dated March 22, 2024, which itself was an update of the *2023 Traffic and Revenue Forecast Study (2023 IG Study)* dated May 2023.

The 2024 Bring Down Letter included actual data through January 2024 and presented traffic and gross toll revenue forecasts from fiscal year (FY) 2023-24 through FY 2053-54. A fiscal year runs from June 1 through May 31. An additional 11 months of actual data (through December 2024) were available for this 2025 Bring Down Letter. The forecast period for this study is one additional year into the future, now extending through FY 2054-55.

This report will provide a summary of differences between the current traffic and revenue forecast and the one provided in the 2024 Bring Down Letter.

The updated forecasts reflect the following changes from the 2024 Bring Down Letter:

- Due to the implementation of open road tolling (ORT) on the eastern portion of the Mainline Turnpike on January 5, 2025, forecast transactions on the ORT portion are reported separately from the Ticket system from this date onwards and are reported in terms of segment passthroughs rather than trips.
- Categorizations of passenger cars (PCs) and commercial vehicles (CVs) have been updated to reflect the axle- and height-based vehicles classifications that took effect upon the change from weight-based classification coinciding with ORT conversion. Classes 2L and 3L are categorized as PCs, while the remaining nine axle-height classes are categorized as CVs.



Mr. Richard Dreher

April 11, 2025

Page 2

- E-ZPass and Toll-by-Plate (TBP) market share estimates over the forecast period were reviewed and updated as needed.
- Actual traffic and toll revenue data were updated to include an additional 11 months of data, from February 2024 through December 2024.
- A review of scheduled major roadway improvements was conducted to determine if there have been any changes since completion of the 2024 Bring Down Letter. No new projects have been added, but the timing of some has been adjusted. This will be discussed in the Committed Roadway Improvements section of this report.
- The underlying econometric model that was developed as part of the 2023 IG Study was maintained. However, model inputs were adjusted to reflect the revised socioeconomic forecasts.
- The forecast for discounts and adjustments was updated. The discounts given in the 11 months since the 2024 Bring Down Letter have been on target, resulting in a negligible change in the trend compared to the 2024 Bring Down Letter.
- Based on recent experience and trends, the percentage of TBP Bad Debt Expense has been revised slightly upwards. However, the percentage of bad debt relative to TBP revenue has remained the same.

These differences are described in more detail in the sections that follow below.

The intent of this 2025 Bring Down Letter is to review and revise, if warranted, the forecasts developed as part of the 2024 Bring Down Letter. Any adjustments would be made based on the 11 months of new actual traffic and toll revenue experience since the 2024 Bring Down Letter was completed, as well as revised assumptions summarized in the bullet points above.

Historical Toll Rate Increases and Current Toll Rates

Table 1 provides a summary of historical toll rate increases on the Turnpike System from 1987 to the most recent increase implemented on January 5, 2025. Rate increases are presented as a percent increase over the prior toll rate for cash/video and E-ZPass. Note that toll rate increases are generally applied systemwide, although occasional exemptions occur, as indicated in Table 1.



Mr. Richard Dreher
 April 11, 2025
 Page 3

Table 1
Historical Toll Rate Increases
Pennsylvania Turnpike

Date	Percent Increase		Comment
	Cash/Video	E-ZPass	
1/2/1987	40.0	NA	E-ZPass was not yet implemented on the Turnpike
6/1/1991	32.0	NA	E-ZPass was not yet implemented on the Turnpike
8/1/2004	42.5	42.5	
1/4/2009	25.0	25.0	No increase on Findlay Connector or MFE between Uniontown and Brownsville
1/3/2010	3.0	3.0	No increase on Findlay Connector
1/2/2011	10.0	3.0	No increase on Findlay Connector
1/1/2012	10.0	0.0	No increase on Findlay Connector
1/6/2013	10.0	2.0	
1/5/2014	12.0	2.0	No increase on Findlay Connector
1/4/2015	5.0	5.0	No increase on Findlay Connector
1/3/2016	6.0	6.0	No increase on Findlay Connector; DRB converted from ticket system to barrier system and rate changes implemented
1/8/2017	6.0	6.0	No increase on Findlay Connector or DRB
1/7/2018	6.0	6.0	No increase on Findlay Connector, DRB, or the Northeast Extension barrier facilities
4/29/2018	6.0	6.0	Northeast Extension barrier facilities only (1)
6/3/2018	6.0	6.0	Findlay Connector only (1)
1/6/2019	6.0	6.0	
10/27/2019	6.0	6.0	BVE, AKH, and Gateway only; additional 45% surcharge over cash rate added to video rate at these locations
1/5/2020	6.0	6.0	No increase on BVE, AKH, or Gateway
1/3/2021	6.0	6.0	Additional 45% surcharge over cash rate added to video rate for Ticket System and MFE
1/2/2022	5.0	5.0	No increase on Southern Beltway
1/8/2023	5.0	5.0	
1/7/2024	5.0	5.0	
1/5/2025	5.0	5.0	Transition to Open Road Tolling Phase 1 (1)

Note: Beginning in 2016, all cash toll rate increases also reflect video toll rate increases.

(1) Toll rate increase coincided with vehicle classification changes from a weight-based to an axle-based system.



Mr. Richard Dreher

April 11, 2025

Page 4

Periodic toll rate increases were implemented on the Turnpike System in 1987, 1991, and 2004, and annual toll increases have been implemented beginning in 2009. E-ZPass was phased into the Turnpike System during the early 2000s. Until 2011, cash and E-ZPass toll rates always increased by the same percent. The toll rate schedule implemented on January 2, 2011 created a differential between cash and E-ZPass, as E-ZPass rates were increased by 3.0 percent and cash toll were increased by 10.0 percent. Rate increases differed between cash and E-ZPass in 2012, 2013, and 2014 further increasing the differential between cash and E-ZPass toll rates. After 2014, rate increases have been applied equally to both cash/video and E-ZPass.

In 2015 toll rates increased by 5.0 percent. Both cash/video and E-ZPass toll rates increased by 6.0 percent annually from 2016 to 2021 and by 5.0 percent from 2022 to 2024. As of June 2020, the entire Pennsylvania Turnpike System is an all-electronic tolling (AET) system; cash is no longer accepted, with all payments being conducted via E-ZPass or video tolling.

PTC policy has also been to implement a video toll surcharge upon conversion to AET; this has generally amounted to an additional 45-percent increase, making video rates about double E-ZPass rates. This 45-percent video surcharge was implemented on the last two components of the Pennsylvania Turnpike System that had previously lacked it, the Ticket System and Mon/Fayette Expressway, in conjunction with the system-wide toll increase that was implemented on January 3, 2021.

The most recent toll rate increase occurred on January 5, 2025, when systemwide toll rates increased five percent on average. On this date, PTC also implemented Phase 1 of the systemwide ORT conversion, which necessitated a restructuring of the entire toll rate structure of the Mainline. Toll rates on the entire I-76/I-276/I-476 Mainline Turnpike have been updated using a formulaic approach that utilizes miles traveled between interchanges as an input. While the average toll on the Mainline increased by five percent between 2024 and 2025, individual movements saw a mix of toll rate increases both higher and lower than five percent.

It is assumed that annual toll rate increases will occur throughout the forecast period, as described in the section Actual and Assumed Toll Rate Increases and shown in Table 8.

Current Toll Rates

The implementation of new formula-based toll rates was one of the key changes made in order to accommodate the conversion to ORT. PTC initiated Phase 1 of the planned ORT conversion on January 5, 2025, which includes I-76/I-276 east of Reading Interchange and the entire Northeast Extension to Clark's Summit on I-476. These sections of the Turnpike included in Phase 1 converted from trip-based to segment-based tolling, where customers are charged for each segment traversed rather than per trip. The final piece of ORT conversion of the Mainline Turnpike included changing vehicle classifications from a weight-based to an axle- and height-based system.

Mr. Richard Dreher
 April 11, 2025
 Page 5

The formula-based toll rates were compiled by using distance traveled between interchanges, a flat fee for each segment traveled, and a class factor as variables. For instance, a trip from Morgantown to Downingtown covers 14 miles (milepost 312 minus milepost 298) and one segment, as these are consecutive interchanges. The 2025 toll rate for this trip is determined by multiplying the 2025 per-mile rate of \$0.07 by the 14-mile distance of the trip and adding the 2025 segment fee of \$1.09. The resulting rate is then multiplied by a standard axle-height factor to differentiate rates between vehicle classes. The resulting formula, $\$0.07 \times 14 + \1.09 results in a 2025 PC toll rate of \$2.07. The generic formula for calculating this rate is shown in **Figure 1** below. **Table 2** lists the axle-height factor for each of the 11 possible axle- and height-based vehicle classifications on the Mainline.

Figure 1
Formula for Determining Toll Rates in Open Road Tolling System

$$(([\text{Nominal Distance Between Interchanges}] * [\text{Per-Mile Cost}]) + [\text{Fixed Cost}]) * \{\text{Toll Factor}\}$$

Table 2
Toll Factors by Class
Pennsylvania Turnpike

<u>Axle/Height</u> <u>Class</u>	<u>Abbreviated</u> <u>Class</u>	<u>Toll Factor</u>
2 Axle, Low Profile	2L	1.0
3 Axle, Low Profile	3L	1.5
4 Axle, Low Profile	4L	2.0
5 Axle, Low Profile	5L	2.5
6+ Axle, Low Profile	6L	3.0
2 Axle, High Profile	2H	1.5
3 Axle, High Profile	3H	2.0
4 Axle, High Profile	4H	3.0
5 Axle, High Profile	5H	4.0
6 Axle, High Profile	6H	5.0
7+ Axle, High Profile	7H	6.0

In the example toll rate calculation above, 2-axle, low-profile vehicle (Class 2L) has an axle-height factor of 1.0, resulting in the toll rate remaining \$2.07. To calculate the toll for a five-axle, high-profile vehicle (Class 5H) for this same trip, \$2.07 is multiplied by 4.0 to reach a resultant toll rate of \$8.28. Toll rates are determined using this formula for the entire Mainline, however, travelers on



Mr. Richard Dreher

April 11, 2025

Page 6

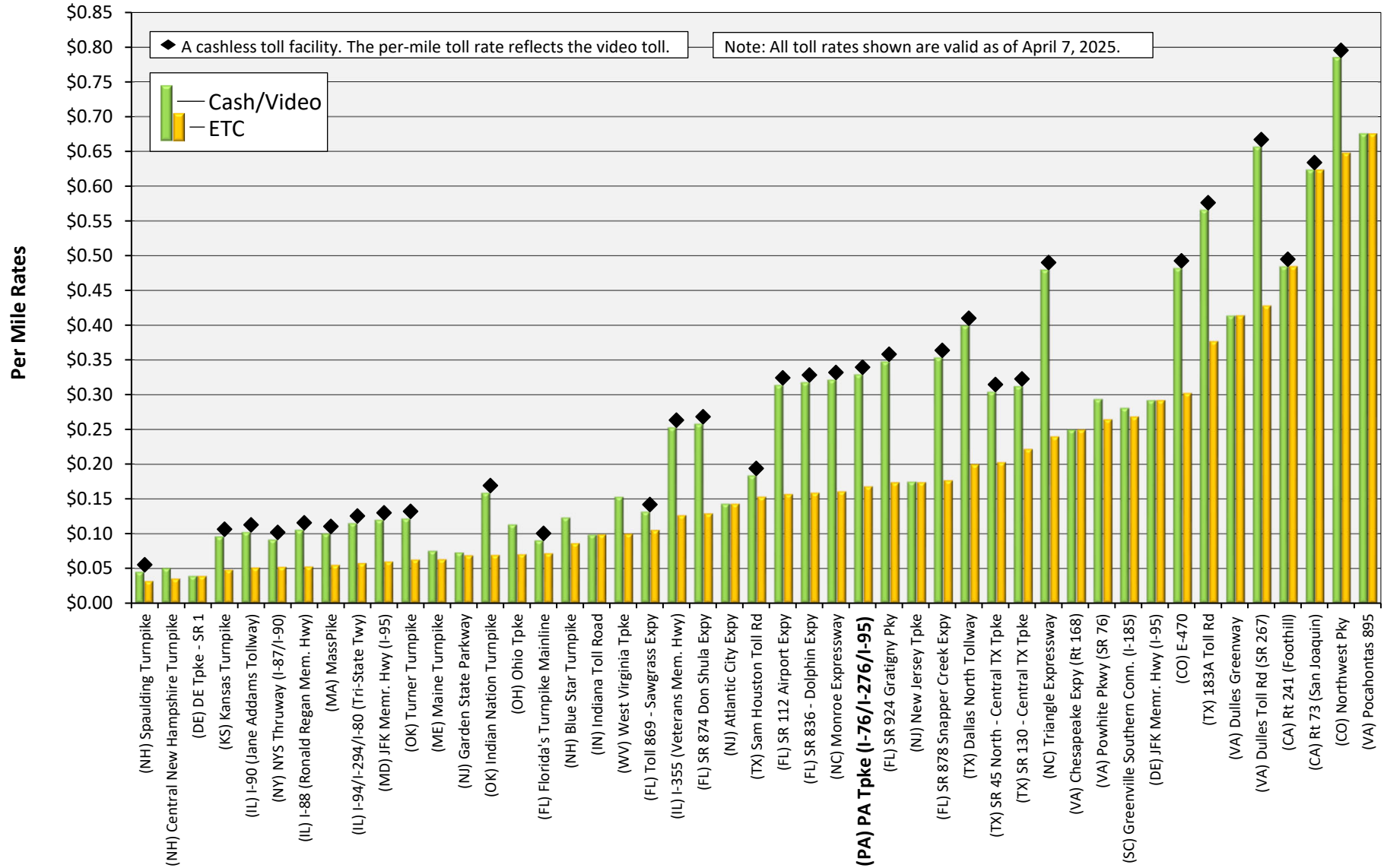
the western section of I-76 from Reading to Warrendale will continue to be charged a single total trip rate for any trips occurring in this portion of the Mainline and will not see individual charges for each segment as will occur in the eastern section where ORT Phase 1 is already in effect.

On the eastern portion of the Mainline where ORT Phase 1 is now in effect, customers will incur a separate charge for each segment travelled rather than a single toll for a trip with a defined entry and exit point. The biggest implication of this change for reporting purposes is that transactions on the ORT Phase 1 converted areas will represent gantry passes instead of trips, as they were reported in the Ticket System configuration. As a result of this reporting change on the eastern Mainline system, reported transactions for 2025 will appear significantly higher in 2025 for all vehicle classes when compared to past years.

In addition to the change to segment-based tolling, ORT Phase 1 conversion also included changing the vehicle classification of the Mainline System. Historically, there have been 9 weight-based vehicle classifications, but with ORT Phase 1, PTC has transitioned to 11 axle- and height-based classes. Impacts of this classification change should be minimal for passenger cars; however, toll rates could change significantly for some commercial vehicles, becoming more or less expensive on a case-by-case basis.

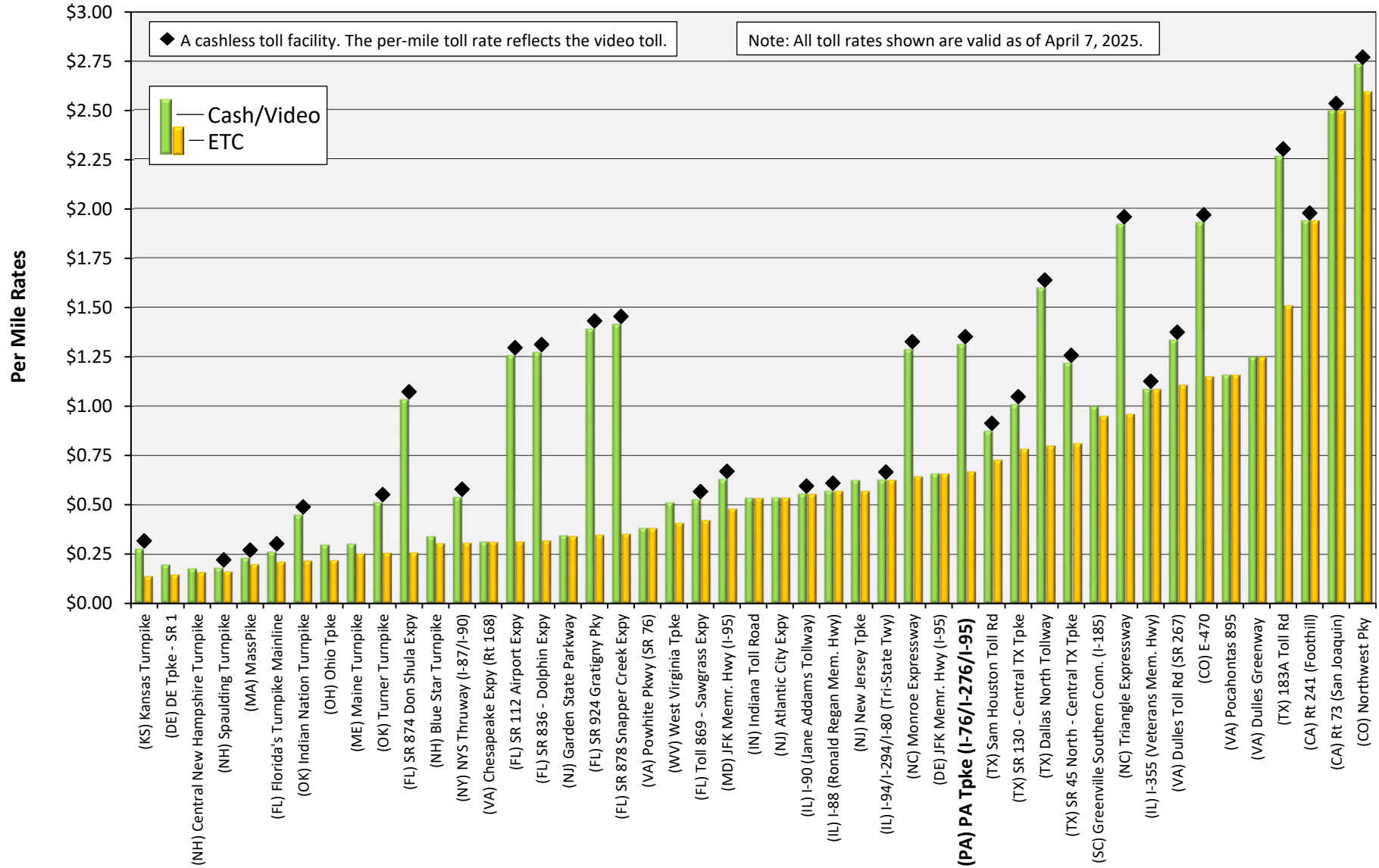
In addition to toll rate updates on the Mainline, vehicle classifications have been standardized across the spur systems. Prior to ORT Phase 1 conversion, Turnpike 66, and Turnpike I-376 each had two axle-based classes on ramp tolls and nine axle-based classes at mainline toll plazas. Both of these spur systems now have five axle-based classes at all ramp and mainline toll plazas. These changes mean that vehicle classifications on the Pennsylvania Turnpike Mainline and spur facilities have been fully standardized into two categories: either 11-class axle-height classifications or five axle-only classifications.

Figures 2 and 3 show the 2025 per-mile toll rates for a through-trip on 47 U.S. toll facilities, for PCs and 5-axle CVs, respectively. Per-mile rates are shown for both cash/video and electronic toll collection (ETC) transactions in each figure, although the vast majority of both PC and CV trips are made using the more cost-effective E-ZPass payment method. If a facility uses AET, i.e., it does not accept cash payments, the video toll rate is shown as the equivalent of a cash toll rate. All AET facilities are marked with a diamond in Figures 2 and 3.



COMPARISON OF 2025 PASSENGER CAR PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)





COMPARISON OF 2025 FIVE-AXLE VEHICLE PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)



Mr. Richard Dreher

April 11, 2025

Page 9

The per-mile through-trip toll rate is shown for the Pennsylvania Turnpike Mainline, which represents a trip on I-76/I-276/I-95 between Ohio and New Jersey. Figure 2 shows that despite 17 consecutive annual toll increases beginning in 2009, the Pennsylvania Turnpike Mainline PC per-mile toll rates of 17 cents per mile for E-ZPass customers and 33 cents per mile for video customers are still competitively priced compared to other U.S. toll facilities. This makes the Mainline the 20th most expensive of the 47 surveyed facilities.

Through-trip toll rates on the Pennsylvania Turnpike Mainline for 5-axle CVs (represented by weight class 5H) are 67 cents per mile for E-ZPass and \$1.31 per mile for video transactions, which puts the Mainline's electronic toll collection (ETC) per-mile rates as the 16th most expensive facility of the 47 that are tracked.

Annual Transaction and Gross Toll Revenue Trends

Table 3 provides a summary of annual systemwide transactions and gross toll revenue trends from FY 1994-95 through FY 2023-24. The Pennsylvania Turnpike System is a large, mature system that has demonstrated long-term growth in transactions and toll revenue. Between FY 1994-95 and FY 2007-08 there was only one toll rate increase (in 2004) and Turnpike transactions and gross toll revenue grew by an average annual rate of 3.0 percent and 5.5 percent, respectively. Conversely, in the 11 years from FY 2007-08 through FY 2018-19, which was the last fiscal year to be completed before the onset of the COVID-19 pandemic, there were toll rate increases every year. During this period Turnpike transactions grew more slowly, by 1.1 percent annually, but due to the annual toll rate increases, Turnpike revenue grew more quickly, by 7.6 percent annually. In the five fiscal years that have been completed since the start of the pandemic, from the close of FY 2018-19 to the close of FY 2023-24, total transactions fell by a total of 2.0 percent compared to FY 2018-19, an average decline of 0.4 percent per year. However, due to toll rate increases, total revenue was able to grow over the same period by a total of 31.4 percent, or 5.6 percent per year.



Mr. Richard Dreher
 April 11, 2025
 Page 10

Table 3
Annual Systemwide Traffic and Gross Toll Revenue Trends
 Pennsylvania Turnpike System
 (in thousands)

Fiscal Year (1)	Transactions						Gross Toll Revenue					
	Percent Change over		Percent Change over		Percent Change over		Percent Change over		Percent Change over		Percent Change over	
	Cars	Prior Year	Trucks	Prior Year	Total	Prior Year	Cars	Prior Year	Trucks	Prior Year	Total	Prior Year
1994-95	114,033	6.9	15,620	9.5	129,653	7.2	\$165,850	4.9	\$131,749	7.2	\$297,599	5.9
1995-96	121,911	6.9	16,719	7.0	138,630	6.9	172,339	3.9	136,269	3.4	308,608	3.7
1996-97	126,654	3.9	17,479	4.5	144,133	4.0	179,303	4.0	140,837	3.4	320,140	3.7
1997-98	132,472	4.6	18,627	6.6	151,099	4.8	186,290	3.9	149,036	5.8	335,326	4.7
1998-99	136,399	3.0	19,833	6.5	156,232	3.4	191,804	3.0	158,761	6.5	350,565	4.5
1999-00	138,762	1.7	21,341	7.6	160,103	2.5	195,301	1.8	172,035	8.4	367,336	4.8
2000-01	141,033	1.6	21,278	(0.3)	162,311	1.4	193,563	(0.9)	172,337	0.2	365,900	(0.4)
2001-02	150,496	6.7	22,298	4.8	172,794	6.5	212,650	9.9	163,101	(5.4)	375,751	2.7
2002-03	156,220	3.8	23,179	4.0	179,399	3.8	219,201	3.1	168,021	3.0	387,222	3.1
2003-04	163,612	4.7	24,407	5.3	188,019	4.8	228,515	4.2	180,229	7.3	408,744	5.6
2004-05	163,316	(0.2)	25,109	2.9	188,425	0.2	309,032	35.2	236,126	31.0	545,158	33.4
2005-06	160,590	(1.7)	25,311	0.8	185,901	(1.3)	321,268	4.0	267,369	13.2	588,637	8.0
2006-07	160,107	(0.3)	25,316	0.0	185,423	(0.3)	322,781	0.5	269,861	0.9	592,642	0.7
2007-08	164,097	2.5	25,455	0.5	189,552	2.2	327,761	1.5	271,165	0.5	598,926	1.1
2008-09	162,638	(0.9)	23,583	(7.4)	186,220	(1.8)	356,345	8.7	259,259	(4.4)	615,605	2.8
2009-10	166,497	2.4	23,705	0.5	190,201	2.1	415,981	16.7	302,057	16.5	718,038	16.6
2010-11	167,761	0.8	24,529	3.5	192,290	1.1	435,752	4.8	328,105	8.6	763,856	6.4
2011-12	167,971	0.1	24,860	1.3	192,831	0.3	455,133	4.4	342,646	4.4	797,779	4.4
2012-13	166,961	(0.6)	24,985	0.5	191,945	(0.5)	471,514	3.6	350,226	2.2	821,740	3.0
2013-14	167,387	0.3	25,729	3.0	193,116	0.6	497,671	5.5	368,395	5.2	866,066	5.4
2014-15	170,371	1.8	27,130	5.4	197,501	2.3	533,054	7.1	401,197	8.9	934,252	7.9
2015-16 (2)	176,369	3.5	28,414	4.7	204,783	3.7	588,295	10.4	443,325	10.5	1,031,620	10.4
2016-17 (3,4)	178,244	1.1	28,898	1.7	207,142	1.2	638,787	8.6	476,188	7.4	1,114,975	8.1
2017-18 (5)	179,125	0.5	29,985	3.8	209,110	1.0	678,720	6.3	524,438	10.1	1,203,158	7.9
2018-19	181,946	1.6	31,347	4.5	213,292	2.0	740,205	9.1	595,180	13.5	1,335,385	11.0
2019-20 (6,7,8)	158,738	(12.8)	30,602	(2.4)	189,340	(11.2)	683,511	(7.7)	606,050	1.8	1,289,561	(3.4)
2020-21 (9)	137,714	(13.2)	31,887	4.2	169,601	(10.4)	610,353	(10.7)	648,458	7.0	1,258,812	(2.4)
2021-22 (10)	165,128	19.9	34,976	9.7	200,103	18.0	819,784	34.3	749,243	15.5	1,569,027	24.6
2022-23	170,355	3.2	35,898	2.6	206,253	3.1	868,352	5.9	793,355	5.9	1,661,707	5.9
2023-24	173,231	1.7	35,885	(0.0)	209,116	1.4	925,751	6.6	829,259	4.5	1,755,009	5.6

Fiscal Year	Average Annual Percent Change					
	Transactions			Gross Toll Revenue		
	Cars	Trucks	Total	Cars	Trucks	Total
FY 1994-95 - FY 2007-08	2.8	3.8	3.0	5.4	5.7	5.5
FY 2007-08 - FY 2018-19	0.9	1.9	1.1	7.7	7.4	7.6
FY 2018-19 - FY 2023-24	(1.0)	2.7	(0.4)	4.6	6.9	5.6
FY 1994-95 - FY 2023-24	1.5	2.9	1.7	6.1	6.5	6.3

- (1) Fiscal year beginning June 1.
- (2) The Delaware River Bridge toll plaza was converted from part of the Ticket System to a one-way barrier AET facility in January 2016.
- (3) The Delaware River Bridge was closed due to structural integrity concerns from January 20, 2017 to March 9, 2017.
- (4) AET conversion was implemented on Turnpike I-376 Beaver Valley Expressway in May 2017.
- (5) AET conversion and vehicle classification changes were implemented on the Northeast Extension Barrier Facilities in April 2018.
- (6) Toll by Plate surcharge for I-376 Beaver Valley Expressway was increased in October 2019.
- (7) AET conversion was implemented at Gateway Toll Plaza and Turnpike 66 in October 2019.
- (8) AET conversion with no surcharge for Toll by Plate was implemented on the Ticket System on March 16, 2020.
- (9) AET conversion with no surcharge for Toll by Plate was implemented on the Mon/Fayette Expressway on June 16, 2020.
- (10) A 13.2-mile extension of the Southern Beltway opened on October 15, 2021.

Note: Refer to Table 1 for toll rate increase information.

Mr. Richard Dreher

April 11, 2025

Page 11

Monthly Transactions and Gross Toll Revenue Trends

Tables 4 through 6 present recent monthly transaction and gross toll revenue trends from FY 2021-22 through the first seven months of FY 2024-25 (December 2024) for all PTC facilities. The information is provided for PCs, CVs, and total vehicles. The facilities are summarized in the following order:

- Table 4 – the total Turnpike System (combined total of the Ticket System and Barrier System);
- Table 5 – the Ticket System (comprised of I-76/I-276 and I-476);
- Table 6 – the combined Barrier System (comprised of all facilities listed below);
 - Turnpike 43 (Mon/Fayette Expressway) (MFE);
 - Turnpike 66 (Amos K. Hutchinson Bypass) (AKH);
 - Northeast Extension (I-476) barrier plazas;
 - Turnpike I-376 (Beaver Valley Expressway) (BVE);
 - Turnpike I-576 (Southern Beltway – Findlay Connector);
 - Delaware River Bridge (DRB); and
 - Gateway Toll Plaza.

In each of these tables, the first fiscal year shown is FY 2020-21. At the start of the fiscal year in June the COVID-19 pandemic had been ongoing for more than a year and stay-at-home orders, limitations on public gatherings, school closures, and other restrictions put in place in 2020 had almost all been lifted, but many workers continued to telecommute. As shown in Table 4, total systemwide transactions increased by 3.1 percent in FY 2022-23, with PC transactions growing by 3.2 percent and CV transactions growing by 2.6 percent. PC, CV, and total vehicle revenue all grew by 5.9 percent. Growth rates from June to October were positively impacted by the opening of a 13.2-mile extension of the Southern Beltway in October 2021 as the prior year figures to which transactions and revenue are compared were prior to the opening of the extension.

Despite these similar growth numbers for PCs and CVs, there were noticeable differences in their growth throughout the year. PC transactions and revenue growth varied from month-to-month but were generally positive due to continued recovery from the COVID-19 pandemic. January 2023 experienced abnormally high growth of 16.3 percent for transactions and 11.0 percent for revenue due to multiple winter storms in January 2022 suppressing traffic during that month. CV traffic



Mr. Richard Dreher

April 11, 2025

Page 12

however, performed strongly through the summer, with transaction growth at or greater than 5.0 percent in June, August, and September of 2022. Throughout the rest of the fiscal year, however, growth stalled, with transactions growth only twice exceeding 2.0 percent and negative transactions growth in December 2022, March 2023, and April 2023. This coincided with rising inflation rates and gasoline prices and a general slowdown in freight shipping across the U.S. economy.

These divergent trends of PC and CV growth continued in FY 2023-24, where PC transactions grew 1.7 percent with positive growth in all months except January. CV transactions essentially stayed flat, declining less than 0.1 percent, with negative growth in 7 of 12 months. When combined, total transactions increased 1.4 percent during the fiscal year. Revenue experienced similar trends, although growth rates were higher due to a toll rate increase of five percent. PC gross revenue grew 6.6 percent, CV revenue grew 4.5 percent, and total vehicle revenue grew 5.6 percent in FY 2023-24.

Through the first seven months of FY 2024-25 PC growth has slowed, with transactions increasing 0.9 percent over the same period in the previous fiscal year, while CV growth has accelerated, with transactions growth of 2.0 percent. As in other years, revenue growth has been larger due to higher toll rates, with PC growth of 6.0 percent, CV growth of 8.3 percent, and total growth of 7.1 percent through the first seven months of FY 2024-25.

As previously mentioned, the Ticket System is by far the largest component of both traffic and toll revenue on the Turnpike System. As such, its overall growth patterns generally resemble those for the total system in most years. However, although Southern Beltway transactions represent a small percentage of total system transactions, the growth experienced on that system due to the opening a 13.2-mile extension in October 2021 was significant enough that Ticket System growth was noticeably lower than total system growth in FY 2022-23. As shown in Table 5, in FY 2022-23 total transactions on the Ticket System increased 1.0 percent from the prior year, while toll revenue increased by 4.9 percent. PC transactions increased by 1.3 percent, while toll revenue grew 4.6 percent. CV transactions declined by 0.3 percent and toll revenue grew 5.2 percent compared to FY 2021-22.

As with the overall system, overall transactions continued to grow in FY 2023-24 at a slightly higher pace of 1.2 percent. Due to toll rate increases, total revenue grew at a faster rate of 5.4 percent. PC transactions exhibited stronger growth of 1.4 percent, while CV transactions declined 0.2 percent. Through the first seven months of FY 2024-25, total revenue grew 7.2 percent while total transactions grew 1.3 percent. PC growth slowed, with 1.1-percent growth in transactions and 6.0-percent growth in revenue while the trend of declining CV traffic experienced over the prior two years reversed, with transactions growth of 2.4 percent and revenue growth of 8.6 percent. Despite these divergent trends of PC and CV growth over the past three years, PC transactions



Mr. Richard Dreher

April 11, 2025

Page 13

remain below 2019 levels while CV transactions continue to exceed 2019 levels due to the above normal growth of CV traffic during the pandemic and the resiliency of the work from home phenomenon.

Table 6 provides the same information for all barrier toll facilities combined. Barrier facility toll revenue comprises about 17 percent of total systemwide toll revenue, although this has grown from less than 15 percent prior to the pandemic as some barrier facilities have expanded and grown faster than the Ticket System over the past few fiscal years.

In FY 2022-23, Barrier System total transactions grew 8.5 percent, stronger than the 1.0 percent growth experienced on the Ticket System. Contrary to the experience of the Ticket System, CV growth (10.9 percent) outpaced PC growth (8.1 percent). Due to toll rate increases, revenue growth was even stronger, with 11.9 percent growth for PCs, 10.7 percent growth for CVs, and total vehicle growth of 11.4 percent. As discussed previously, part of these faster growth rates for the Barrier System in FY 2022-23 can be attributable to a 13.2-mile extension of the Southern Beltway that opened on October 15, 2021.

The Barrier System continued to grow faster than the Ticket System in FY 2023-24, with transactions growth of 2.3 percent for PCs, 0.4 percent for CVs, and 1.9 percent for total vehicles. Revenue grew more significantly due to toll rate increases, with growth of 8.2 percent for PCs, 5.1 percent for CVs, and 6.9 percent for total vehicles.

Growth slowed in the first seven months of FY 2024-25, with total vehicle transactions growing by 0.7 percent and total vehicle revenue growing by 6.4 percent compared to the same seven-month period in the prior fiscal year. Unlike in previous years, both these figures are lower than the growth exhibited by the Ticket System. Like the Ticket System, CV transaction growth has been slightly higher than PC transaction growth over the seven-month period.



Mr. Richard Dreher
 April 11, 2025
 Page 14

Table 4
Total Turnpike System - Monthly Transaction and Revenue Trends
 Transactions Include Revenue and Non-Revenue Vehicles

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25
	June	14,360	2.1	14,665	5.9	15,529	(1.2)	15,341	3,002	7.9	3,239	(0.7)	3,217	(4.0)	3,090	17,363	3.1	17,904	4.7	18,746	(1.7)
July	15,171	(0.3)	15,120	3.2	15,602	0.6	15,689	2,970	2.6	3,047	(1.5)	3,003	7.6	3,232	18,141	0.1	18,167	2.4	18,605	1.7	18,921
August	15,017	2.7	15,427	3.1	15,908	0.1	15,921	3,026	9.8	3,323	(0.3)	3,311	(1.2)	3,272	18,044	3.9	18,750	2.5	19,220	(0.1)	19,193
September	14,060	3.4	14,539	0.7	14,647	(0.0)	14,642	2,983	5.0	3,133	(4.4)	2,997	2.2	3,062	17,042	3.7	17,672	(0.2)	17,644	0.3	17,704
October	14,963	0.3	15,002	1.6	15,243	3.3	15,752	3,057	1.4	3,100	2.5	3,179	6.5	3,386	18,021	0.5	18,102	1.8	18,421	3.9	19,137
November	13,995	0.1	14,008	2.2	14,321	0.3	14,370	2,874	1.3	2,910	(0.5)	2,895	(0.3)	2,886	16,869	0.3	16,918	1.8	17,216	0.2	17,256
December	13,570	1.2	13,730	1.5	13,939	3.8	14,468	2,806	(1.8)	2,756	(3.0)	2,672	3.9	2,775	16,376	0.7	16,485	0.8	16,611	3.8	17,243
January	10,877	16.3	12,646	(4.4)	12,092			2,565	6.2	2,723	0.5	2,735			13,442	14.3	15,369	(3.5)	14,827		
February	11,472	4.5	11,986	3.1	12,362			2,554	0.1	2,556	5.4	2,695			14,026	3.7	14,542	3.5	15,057		
March	13,213	4.4	13,797	0.2	13,826			3,064	(1.7)	3,012	(4.9)	2,864			16,277	3.3	16,810	(0.7)	16,691		
April	13,906	1.3	14,093	1.9	14,367			2,965	(3.1)	2,874	6.6	3,063			16,871	0.6	16,967	2.7	17,430		
May	14,523	5.6	15,343	0.3	15,394			3,109	3.7	3,224	0.9	3,254			17,632	5.3	18,567	0.4	18,649		
Total Year	165,128	3.2	170,355	1.7	173,231			34,976	2.6	35,898	(0.0)	35,885			200,103	3.1	206,253	1.4	209,116		
Subtotal	101,137	1.3	102,490	2.6	105,189	0.9	106,183	20,719	3.8	21,509	(1.1)	21,273	2.0	21,701	121,856	1.8	123,999	2.0	126,462	1.1	127,884
Jun-Dec																					

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25
	June	\$69,542	8.4	\$75,387	11.2	\$83,857	1.6	\$85,170	\$61,648	12.6	\$69,420	3.1	\$71,598	1.5	\$72,689	\$131,190	10.4	\$144,807	7.4	\$155,455	1.5
July	82,121	0.5	82,549	3.4	85,370	8.8	92,856	61,582	8.4	66,772	1.3	67,654	13.3	76,675	143,703	3.9	149,321	2.5	153,024	10.8	169,532
August	77,797	5.9	82,405	(1.3)	81,364	15.4	93,915	62,598	14.4	71,638	(1.4)	70,647	10.5	78,088	140,394	9.7	154,043	(1.3)	152,011	13.2	172,003
September	65,407	13.8	74,449	10.9	82,542	0.9	83,249	59,534	12.4	66,931	1.1	67,692	9.5	74,136	124,941	13.2	141,379	6.3	150,234	4.8	157,385
October	78,451	(5.4)	74,223	5.5	78,285	9.0	85,351	65,892	0.7	66,341	6.9	70,906	11.6	79,144	144,344	(2.6)	140,564	6.1	149,191	10.3	164,495
November	60,100	16.5	70,031	6.2	74,404	5.8	78,724	56,500	11.6	63,075	2.0	64,352	8.6	69,871	116,600	14.2	133,106	4.2	138,756	7.1	148,595
December	71,239	(5.5)	67,345	16.0	78,125	0.8	78,778	61,742	(2.9)	59,946	9.2	65,461	3.1	67,460	132,981	(4.3)	127,291	12.8	143,586	1.8	146,238
January	56,090	11.0	62,236	2.8	63,988			59,310	4.1	61,751	6.9	65,981			115,400	7.4	123,987	4.8	129,969		
February	53,956	6.4	57,427	8.5	62,325			57,775	2.5	59,224	11.8	66,203			111,731	4.4	116,651	10.2	128,528		
March	62,609	12.6	70,482	5.4	74,308			68,693	2.3	70,252	0.9	70,887			131,302	7.2	140,733	3.2	145,195		
April	69,160	5.5	72,986	3.1	75,219			64,647	2.3	66,146	6.7	70,608			133,806	4.0	139,132	4.8	145,827		
May	73,312	7.5	78,833	9.0	85,964			69,323	3.7	71,858	7.5	77,269			142,635	5.6	150,692	8.3	163,233		
Total Year	\$819,784	5.9	\$868,352	6.6	\$925,751			\$749,243	5.9	\$793,355	4.5	\$829,259			\$1,569,027	5.9	\$1,661,707	5.6	\$1,755,009		
Subtotal	504,657	4.3	526,388	7.1	563,947	6.0	\$598,044	429,495	8.1	464,124	3.1	478,311	8.3	\$518,063	934,152	6.0	990,512	5.2	1,042,258	7.1	\$1,116,107
Jun-Dec																					

NOTES:

- (1) Toll rate increases occur each January. Refer to Table 1 for details.
- (2) A 13.2-mile extension of the Southern Beltway opened on October 15, 2021.



Mr. Richard Dreher
 April 11, 2025
 Page 15

Table 5
Ticket System - Monthly Transaction and Revenue Trends
 Transactions Include Revenue and Non-Revenue Vehicles

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25
	June	10,569	(1.0)	10,458	5.2	10,997	(1.4)	10,846	2,253	3.6	2,334	(2.2)	2,283	(2.8)	2,218	12,822	(0.2)	12,793	3.8	13,280	(1.6)
July	11,115	(4.2)	10,650	2.5	10,913	0.7	10,992	2,235	(2.2)	2,185	(2.2)	2,137	7.8	2,304	13,350	(3.9)	12,835	1.7	13,050	1.9	13,296
August	10,964	(0.9)	10,867	2.7	11,159	(0.2)	11,136	2,276	4.5	2,379	(0.9)	2,359	(0.8)	2,339	13,240	0.0	13,246	2.0	13,517	(0.3)	13,475
September	10,295	(0.3)	10,261	0.3	10,288	0.4	10,332	2,243	(0.3)	2,237	(4.4)	2,139	2.6	2,195	12,538	(0.3)	12,498	(0.6)	12,427	0.8	12,527
October	10,867	(2.2)	10,623	1.5	10,782	3.8	11,188	2,270	(2.6)	2,211	3.0	2,278	6.9	2,434	13,137	(2.3)	12,834	1.8	13,059	4.3	13,622
November	10,063	(0.8)	9,984	2.1	10,193	0.6	10,258	2,106	(1.1)	2,083	(0.2)	2,080	(0.4)	2,072	12,169	(0.8)	12,067	1.7	12,273	0.5	12,330
December	9,762	0.5	9,806	1.6	9,959	3.9	10,344	2,057	(3.4)	1,987	(3.3)	1,923	4.3	2,006	11,819	(0.2)	11,793	0.7	11,881	3.9	12,350
January	7,808	16.3	9,085	(4.6)	8,664			1,879	4.6	1,965	0.3	1,970			9,687	14.1	11,049	(3.8)	10,634		
February	8,307	3.4	8,586	3.2	8,860			1,869	(1.6)	1,840	5.2	1,935			10,177	2.4	10,426	3.5	10,795		
March	9,483	3.7	9,837	0.3	9,866			2,228	(2.7)	2,168	(4.9)	2,062			11,710	2.5	12,005	(0.6)	11,928		
April	9,934	0.7	10,007	2.1	10,214			2,154	(4.5)	2,056	6.6	2,191			12,088	(0.2)	12,063	2.8	12,405		
May	10,332	5.3	10,883	0.2	10,904			2,238	2.2	2,288	1.7	2,327			12,569	4.8	13,170	0.5	13,232		
Total Year	119,499	1.3	121,046	1.4	122,800			25,807	(0.3)	25,733	(0.2)	25,683			145,306	1.0	146,779	1.2	148,483		
Subtotal	73,635	(1.3)	72,649	2.3	74,291	1.1	75,096	15,440	(0.1)	15,417	(1.4)	15,197	2.4	15,569	89,074	(1.1)	88,066	1.6	89,489	1.3	90,664
Jun-Dec																					

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25
	June	\$57,377	7.3	\$61,561	10.8	\$68,213	0.7	\$68,701	\$53,638	11.7	\$59,916	2.7	\$61,524	1.9	\$62,673	\$111,015	9.4	\$121,477	6.8	\$129,737	1.3
July	68,423	(1.6)	67,357	2.6	69,078	8.7	75,114	53,654	7.4	57,631	1.1	58,250	13.4	66,058	122,077	2.4	124,988	1.9	127,328	10.9	141,171
August	64,828	4.2	67,533	(2.6)	65,746	16.0	76,236	54,595	13.3	61,836	(1.8)	60,716	10.9	67,318	119,423	8.3	129,369	(2.2)	126,462	13.5	143,554
September	53,642	12.7	60,460	10.5	66,784	0.4	67,045	51,683	11.4	57,574	1.0	58,142	9.9	63,908	105,325	12.1	118,034	5.8	124,926	4.8	130,952
October	64,959	(7.8)	59,891	5.1	62,919	9.8	69,068	57,319	(0.5)	57,051	6.8	60,909	12.1	68,249	122,279	(4.4)	116,941	5.9	123,828	10.9	137,317
November	48,187	18.1	56,911	5.8	60,228	5.8	63,732	48,605	11.7	54,268	1.9	55,300	9.1	60,332	96,792	14.9	111,179	3.9	115,528	7.4	124,063
December	59,349	(8.0)	54,612	15.8	63,219	0.7	63,684	53,632	(3.6)	51,699	9.4	56,568	2.9	58,227	112,981	(5.9)	106,311	12.7	119,787	1.8	121,912
January	45,926	9.2	50,149	3.0	51,656			51,605	3.1	53,183	7.0	56,890			97,532	5.9	103,331	5.0	108,546		
February	43,533	5.5	45,943	8.6	49,890			50,044	2.1	51,084	11.8	57,111			93,578	3.7	97,027	10.3	107,001		
March	50,734	12.0	56,814	5.2	59,791			59,456	1.9	60,613	1.0	61,215			110,190	6.6	117,427	3.0	121,005		
April	56,151	4.8	58,847	2.8	60,499			55,817	2.2	57,046	6.4	60,672			111,968	3.5	115,892	4.6	121,171		
May	59,559	6.9	63,650	9.4	69,609			60,013	2.7	61,657	8.0	66,614			119,573	4.8	125,307	8.7	136,222		
Total Year	\$672,668	4.6	\$703,728	6.2	\$747,630			\$650,063	5.2	\$683,556	4.4	\$713,910			\$1,322,732	4.9	\$1,387,284	5.4	\$1,461,541		
Subtotal	416,765	2.8	428,325	6.5	456,186	6.0	\$483,580	373,127	7.2	399,974	2.9	411,408	8.6	\$446,764	789,892	4.9	828,299	4.7	867,595	7.2	\$930,344
Jun-Dec																					

NOTES:

- (1) Toll rate increases occur each January. Refer to Table 1 for details.
- (2) Ticket System includes the Mainline (I-76/I-276) and Northeast Extension (I-476).



Mr. Richard Dreher
 April 11, 2025
 Page 16

Table 6
Combined Barrier Facilities - Monthly Transaction and Revenue Trends
 Transactions Include Revenue and Non-Revenue Vehicles

Month	Passenger Cars							Commercial Vehicles							Total Vehicles							
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	
	June	3,791	11.0	4,207	7.7	4,532	(0.8)	4,496	749	20.8	905	3.2	934	(6.7)	871	4,541	12.6	5,112	6.9	5,466	(1.8)	5,367
July	4,056	10.2	4,470	4.9	4,689	0.2	4,697	736	17.3	863	0.3	865	7.3	928	4,792	11.3	5,332	4.2	5,554	1.3	5,625	
August	4,053	12.5	4,560	4.1	4,749	0.7	4,785	751	25.7	944	1.0	953	(2.1)	933	4,804	14.6	5,504	3.6	5,702	0.3	5,718	
September	3,765	13.6	4,278	1.9	4,359	(1.1)	4,310	739	21.2	896	(4.2)	858	0.9	866	4,504	14.9	5,174	0.8	5,217	(0.8)	5,177	
October	4,097	6.9	4,378	1.9	4,461	2.3	4,564	787	13.0	889	1.3	901	5.6	951	4,884	7.9	5,268	1.8	5,362	2.8	5,515	
November	3,932	2.3	4,024	2.6	4,127	(0.4)	4,112	768	7.7	827	(1.4)	815	(0.1)	814	4,700	3.2	4,851	1.9	4,943	(0.3)	4,926	
December	3,809	3.0	3,924	1.4	3,980	3.6	4,124	749	2.6	768	(2.5)	749	2.6	769	4,557	3.0	4,692	0.8	4,729	3.5	4,893	
January	3,069	16.1	3,562	(3.7)	3,428			686	10.5	758	0.9	765			3,755	15.0	4,320	(2.9)	4,193			
February	3,165	7.4	3,400	3.0	3,501			685	4.6	716	6.2	760			3,849	6.9	4,116	3.5	4,262			
March	3,730	6.2	3,960	0.0	3,960			837	0.9	844	(5.0)	802			4,567	5.2	4,804	(0.9)	4,763			
April	3,972	2.9	4,086	1.6	4,153			811	0.8	818	6.6	872			4,783	2.5	4,904	2.5	5,025			
May	4,191	6.4	4,460	0.7	4,490			871	7.5	937	(1.1)	927			5,062	6.6	5,397	0.4	5,417			
Total Year	45,629	8.1	49,309	2.3	50,430			9,169	10.9	10,165	0.4	10,202			54,798	8.5	59,474	1.9	60,632			
Subtotal	27,503	8.5	29,841	3.5	30,898	0.6	31,087	5,279	15.4	6,092	(0.3)	6,076	0.9	6,133	32,781	9.6	35,933	2.9	36,973	0.7	37,220	
Jun-Dec																						

Month	Passenger Cars							Commercial Vehicles							Total Vehicles							
	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	2021-22	% Chg	2022-23	% Chg	2023-24	% Chg	2024-25	
	June	\$12,165	13.7	\$13,826	13.1	\$15,644	5.3	\$16,469	\$8,010	18.7	\$9,504	6.0	\$10,075	(0.6)	\$10,017	\$20,175	15.6	\$23,330	10.2	\$25,718	3.0	\$26,486
July	13,699	10.9	15,191	7.2	16,292	8.9	17,743	7,928	15.3	9,142	2.9	9,404	12.9	10,618	21,627	12.5	24,333	5.6	25,696	10.4	28,360	
August	12,969	14.7	14,872	5.0	15,618	13.2	17,679	8,002	22.5	9,803	1.3	9,932	8.4	10,770	20,971	17.7	24,674	3.5	25,549	11.3	28,448	
September	11,765	18.9	13,988	12.7	15,758	2.8	16,205	7,851	19.2	9,357	2.1	9,550	7.1	10,228	19,616	19.0	23,345	8.4	25,308	4.4	26,433	
October	13,492	6.2	14,332	7.2	15,367	6.0	16,282	8,573	8.4	9,291	7.6	9,997	9.0	10,895	22,065	7.1	23,623	7.4	25,364	7.2	27,178	
November	11,913	10.1	13,120	8.0	14,176	5.8	14,992	7,895	11.6	8,807	2.8	9,052	5.4	9,539	19,808	10.7	21,927	5.9	23,229	5.6	24,531	
December	11,890	7.1	12,733	17.1	14,906	1.3	15,094	8,109	1.7	8,247	7.8	8,893	3.8	9,233	19,999	4.9	20,980	13.4	23,799	2.2	24,327	
January	10,163	18.9	12,088	2.0	12,332			7,705	11.2	8,568	6.1	9,091			17,868	15.6	20,656	3.7	21,423			
February	10,423	10.2	11,483	8.3	12,435			7,731	5.3	8,141	11.7	9,092			18,154	8.1	19,624	9.7	21,527			
March	11,875	15.1	13,668	6.2	14,517			9,237	4.4	9,639	0.3	9,673			21,112	10.4	23,307	3.8	24,190			
April	13,009	8.7	14,139	4.1	14,720			8,830	3.1	9,101	9.2	9,936			21,839	6.4	23,240	6.1	24,656			
May	13,753	10.4	15,183	7.7	16,355			9,309	9.6	10,201	4.5	10,655			23,062	10.1	25,384	6.4	27,010			
Total Year	\$147,115	11.9	\$164,624	8.2	\$178,120			\$99,180	10.7	\$109,800	5.1	\$115,349			\$246,295	11.4	\$274,423	6.9	\$293,469			
Subtotal	87,892	11.6	98,063	9.9	107,761	6.2	\$114,464	56,368	13.8	64,150	4.3	66,902	6.6	\$71,299	144,261	12.4	162,213	7.7	174,663	6.4	\$185,763	
Jun-Dec																						

NOTES:

- (1) Toll rate increases occur each January. Refer to Table 1 for details.
- (2) A 13.2-mile extension of the Southern Beltway opened on October 15, 2021.
- (3) Barrier System includes Mon/Fayette Expressway (PA 43), Amos K. Hutchinson Bypass (PA 66), Northeast barriers (Clarks and Keyser), Beaver Valley Expressway (I-376), Southern Beltway (PA 576), Delaware River Bridge (New Jersey border), and Gateway Toll Plaza (Ohio border).

Committed Roadway Improvements

Table 7 lists major capacity-enhancing roadway improvements with dedicated funding on the Pennsylvania Turnpike System. The locations of these projects are illustrated in **Figure 4**. Most of these projects are part of PTC's statewide Total Reconstruction Initiative, which is a multi-year project to widen the mainline and the Northeast Extension to six lanes (three in each direction). On the Mainline I-76/I-276 this includes work throughout the Pittsburgh, Somerset, and Philadelphia areas. No new projects have been funded since the 2024 Bring Down Letter, although a widening project in Somerset County and the system-wide conversion of weight-based to axle- and height-based vehicle classifications have been completed. Four Total Reconstruction Initiative widening projects that were previously planned to begin construction in 2032 or later were also removed from the table due to the construction start dates now being unknown. Furthermore, some dates and mileposts were updated to reflect the latest information available from PTC. Table 7 has been updated to reflect these changes.

Table 7 also highlights seven non-widening projects:

- The relocation of the Gateway Toll Plaza to milepost 5.4 and conversion of vehicle classifications;
- A new cashless tolling interchange between I-76 and SR 130 in Westmoreland County;
- The construction of a realignment of the Mainline Turnpike to bypass the Allegheny Mountain Tunnel in Somerset County;
- A new cashless tolling interchange between I-276 and Lafayette Street in Montgomery County;
- The construction of two interchanges between I-476 and I-81 to create a Scranton Beltway;
- An eight-mile extension of MFE to from PA 51 to PA 2043 in Allegheny County; and
- The conversion of the entire Ticket System from entry-exit tolling to segment-based tolling.

For purposes of conservatism, each of the listed projects are assumed to have no net effect on Turnpike revenue figures.



Mr. Richard Dreher

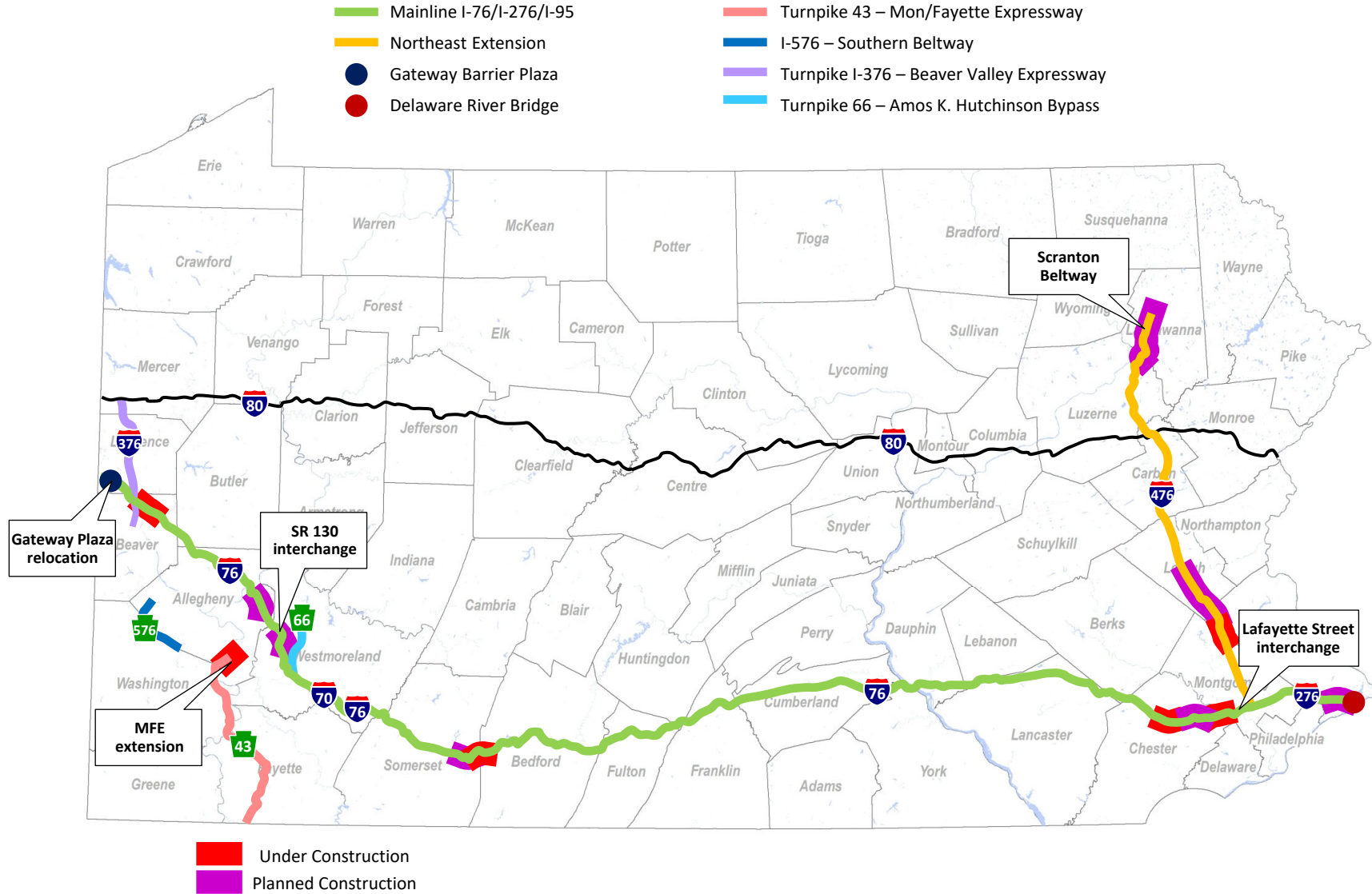
April 11, 2025

Page 18

**Table 7
Major Committed Roadway Improvements on the Pennsylvania Turnpike System (1)**

Milepost	Counties	Description	Actual or Assumed Start Date	Assumed Completion Date
Mainline I-76/I-276/I-95				
Gateway Toll Plaza	Lawrence	Relocate toll plaza to MP 5.4 and convert vehicle classification from from weight-based to axle- and height-based	2025	2026
12-14	Beaver	Replacement of bridge over Beaver River and widen to 3 lanes in each direction	December 2022	November 2026
49-53	Allegheny	Reconstruct and widen to 3 lanes in each direction	2035	2038
53-57	Allegheny	Reconstruct and widen to 3 lanes in each direction	Fall 2031	Fall 2035
62-67	Allegheny and Westmoreland	Reconstruct and widen to 3 lanes in each direction	Fall 2032	Fall 2036
63	Westmoreland	Construct a new cashless tolling interchange at SR 130	Fall 2035	Summer 2038
121-125	Somerset	Construct new stretch of mainline roadway to realign Turnpike around existing Allegheny Mountain Tunnel	2032	2036
126-131	Somerset and Bedford	Reconstruct and widen to 3 lanes in each direction	June 2022	Fall 2026
312-316	Chester	Reconstruct and widen to 3 lanes in each direction	Spring 2023	Summer 2027
316-319	Chester	Reconstruct and widen to 3 lanes in each direction	2029	2033
320-324	Chester	Reconstruct and widen to 3 lanes in each direction	2026	2031
324-326	Chester and Montgomery	Reconstruct and widen to 3 lanes in each direction	Fall 2021	Summer 2025
331	Montgomery	Construct a new cashless tolling interchange at Lafayette Street	2028	2030
352-355	Bucks	Reconstruct and widen to 3 lanes in each direction	Fall 2026	2029
355-356	Bucks	Reconstruct and widen to 3 lanes in each direction	August 2023	October 2026
Northeast Extension I-476				
A38-A43	Montgomery and Bucks	Reconstruct and widen to 3 lanes in each direction	April 2022	December 2025
A43-A44	Bucks	Reconstruct and widen to 3 lanes in each direction	2029	2032
A44-A48	Bucks and Lehigh	Reconstruct and widen to 3 lanes in each direction	2035	2039
A48-A53	Lehigh	Reconstruct and widen to 3 lanes in each direction	2028	2033
A53-A57	Lehigh	Reconstruct and widen to 3 lanes in each direction	2035	2039
Scranton Beltway	Lackawanna and Luzerne	Link I-476 to I-81 with two interchanges to create a Scranton Beltway	2030	2035
Mon/Fayette Expressway Turnpike 43				
PA 51 to PA 2043	Allegheny	Construct an extension of the existing Turnpike 43 including one new interchange	March 2023	Summer 2027
System-wide				
		Convert from entry-exit tolling to segment-based (open road) tolling	2025	2028

(1) The major committed roadway improvement projects listed here are a small subset of all projects listed in PTC's FY 2025 Ten Year Capital Plan.



**PENNSYLVANIA TURNPIKE COMMISSION (PTC)
MAJOR ROADWAY IMPROVEMENT PROJECTS**



Mr. Richard Dreher

April 11, 2025

Page 20

Conversion of the Ticket System from an entry-exit system to segment-based tolling, also known as open road tolling (ORT), began on the Northeast Extension and the eastern part of the state (east of Reading) in January 2025, while ORT will roll out in the western part of the state beginning in late 2026, with completion in 2027. Although the conversion will significantly alter the way in which tolls are charged, there is expected to be no net revenue impact to the Turnpike System. Under the segment-based system there will be a toll gantry in between each set of interchanges, 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 once ORT is implemented although gross revenue is intended to remain unchanged on a system-wide basis. The segment-based system will result in a simpler toll rate structure with each segment having a set price and no need for a complex matrix of entry-exit combinations. Additionally, the overhead toll gantries on the Mainline will eliminate the need for toll plazas on entrance and exit ramps, which will be removed and allow for free-flowing traffic on the ramps.

While the extension of MFE and construction of new interchanges with SR 130, Lafayette Street, and I-81 are expected to bring more transactions, and possibly more revenue, to the Turnpike System, construction of these projects is not expected to be completed until after system-wide ORT conversion is completed. Therefore, traffic and revenue impacts of these projects has not yet been analyzed or accounted for in this forecast.

In addition to PTC-funded projects, the Pennsylvania Department of Transportation's (PennDOT's) Transportation Improvement Program (TIP) was reviewed. This review found no projects on competing or complementary routes that are expected to have an impact on Pennsylvania Turnpike System traffic and revenue.

Actual and Assumed Toll Rate Increases

Annual toll rate increases are assumed to occur on the entire Turnpike System. The toll rate increases are assumed to occur at 12:01 AM on the first Sunday after January 1 of each year unless otherwise noted. **Table 8** presents the annual actual and planned percent increases in toll rates for each calendar year from 2024 through 2055.

Rate increase assumptions are unchanged since the 2024 Bring Down Letter. Toll adjustment assumptions for the years 2026 and beyond are proposed and have not yet been formally approved by the PTC Board.

As discussed previously, PTC is in process of converting the entirety of the Ticket System from an entry-exit system to a segment-based system. Although these changes will result in an entirely new toll rate structure and toll rate tables, annual toll rate increases will continue according to the schedule displayed in Table 8.



Mr. Richard Dreher
 April 11, 2025
 Page 21

Table 8
Actual and Assumed Future Toll Rate Increases (1)

Calendar Year	Percent Increase (1)	Sample Toll Rates		
		\$1.00 Toll	\$2.50 Toll	\$10.00 Toll
2024 (2)(3)	5.0	1.00	2.50	10.00
2025 (2)(4)	5.0	1.05	2.63	10.50
2026	4.0	1.09	2.74	10.92
2027	3.5	1.13	2.84	11.30
2028	3.0	1.16	2.93	11.64
2029	3.0	1.19	3.02	11.99
2030	3.0	1.23	3.11	12.35
2031	3.0	1.27	3.20	12.72
2032	3.0	1.31	3.30	13.10
2033	3.0	1.35	3.40	13.49
2034	3.0	1.39	3.50	13.89
2035	3.0	1.43	3.61	14.31
2036	3.0	1.47	3.72	14.74
2037	3.0	1.51	3.83	15.18
2038	3.0	1.56	3.94	15.64
2039	3.0	1.61	4.06	16.11
2040	3.0	1.66	4.18	16.59
2041	3.0	1.71	4.31	17.09
2042	3.0	1.76	4.44	17.60
2043	3.0	1.81	4.57	18.13
2044	3.0	1.86	4.71	18.67
2045	3.0	1.92	4.85	19.23
2046	3.0	1.98	5.00	19.81
2047	3.0	2.04	5.15	20.40
2048	3.0	2.10	5.30	21.01
2049	3.0	2.16	5.46	21.64
2050	3.0	2.22	5.62	22.29
2051	3.0	2.29	5.79	22.96
2052	3.0	2.36	5.96	23.65
2053	3.0	2.43	6.14	24.36
2054	3.0	2.50	6.32	25.09
2055	3.0	2.58	6.51	25.84

- (1) Future toll rate increases are assumed to be implemented within several days of January 1.
- (2) Reflects actual toll rate increases on the Turnpike System.
- (3) By PTC Policy, all rates are rounded up to the nearest dime.
- (4) Beginning in 2025, tolls are rounded to the nearest penny after conversion to ORT.

Mr. Richard Dreher

April 11, 2025

Page 22

Actual and Assumed E-ZPass Penetration Rates

Table 9 presents the actual and assumed annual total E-ZPass penetration rates from calendar years 2024 through 2055. The total penetration rate represents the percentage of all transactions paid via E-ZPass, the majority of which are recorded by a transponder in the vehicle and some by “V-toll,” which is a license plate image matched to an E-ZPass account.

Since the beginning of the pandemic and the implementation of system-wide AET in the spring of 2020, the system-wide share of E-ZPass transactions has increased notably, as illustrated in **Figure 5**. Although there is a cyclical pattern of falling E-ZPass usage in the summer due to more non-regular travelers who are less likely to have an E-ZPass account and rising E-ZPass usage in the winter as commuters and other regular users comprise a larger proportion of travelers, E-ZPass usage generally increased each year. In January 2015, 77.5 percent of transactions were conducted by E-ZPass account holders. When system-wide AET went into effect in June 2020, 84.3 percent of transactions were conducted by E-ZPass account holders. E-ZPass market share grew over the following three years, peaking at 91.9% in September 2023, and stayed relatively flat in 2024. This flattening reflects the fact that most customers likely to open an E-ZPass account have already done so, with remaining TBP customers mostly being comprised of intermittent or out-of-state travelers without a need for an account and/or people with general aversion to ETC technology.

These trends can also be seen in **Figure 6**, which not only includes historical E-ZPass transaction rates, but also forecast rates through 2030. As in Table 9 and Figure 5, E-ZPass transactions include both those transactions that are recorded roadside via an in-vehicle transponder as well as license plate images matched to an E-ZPass account. Since the system-wide elimination of cash collection in June 2020, many former cash customers have transitioned to E-ZPass, with 88.8 percent of all 2024 transactions belonging to E-ZPass account holders. This percentage is expected to grow only incrementally in the coming years, rising to 89.8 percent by 2027 and then essentially holding steady throughout the remainder of the forecast period.

In Table 9, the first three columns show the E-ZPass assumptions for the 2025 Bring Down Letter. These were adjusted slightly on a facility-by-facility basis, by the amount shown in the three rightmost columns, over assumptions used in the 2024 Bring Down Letter. These adjustments were made considering the trends of stable E-ZPass usage discussed in the preceding paragraphs.

E-ZPass market share for PC and CV traffic was 0.8 percent and 1.0 percent lower, respectively, than expected in the 2024 Bring Down Letter. Therefore, assumed E-ZPass market shares throughout the forecast period are now 0.7 to 0.8 percent lower for PCs and 0.2 to 0.3 lower for CVs than those assumed in the 2024 Bring Down Letter. The conversion to reporting segment-based transactions instead of entry-exit trips along the eastern portion of the Mainline affected the E-ZPass market share. The resulting impact to total E-ZPass market share is a downwards revision of between 0.6 and 0.7 percent annually as compared to the 2024 Bring Down Letter.

Table 9
Actual and Assumed Percent E-ZPass Penetration
Pennsylvania Turnpike System

Calendar	E-ZPass Penetration Rates					
	2025 Bring Down Letter			Difference from 2024 Bring Down Letter		
	Year	Cars	Trucks	Total	Cars	Trucks
2024 (1)	88.2	91.7	88.8	-0.8	-1.0	-0.9
2025	88.8	93.0	89.5	-0.7	-0.2	-0.6
2026	89.0	93.1	89.7	-0.7	-0.3	-0.7
2027	89.1	93.2	89.8	-0.7	-0.3	-0.6
2028	89.1	93.3	89.8	-0.7	-0.3	-0.6
2029	89.1	93.3	89.8	-0.7	-0.2	-0.6
2030	89.1	93.3	89.8	-0.7	-0.2	-0.6
2031	89.1	93.3	89.8	-0.7	-0.2	-0.6
2032	89.1	93.3	89.8	-0.7	-0.3	-0.6
2033	89.1	93.3	89.8	-0.7	-0.3	-0.6
2034	89.1	93.3	89.8	-0.7	-0.3	-0.6
2035	89.1	93.3	89.8	-0.7	-0.3	-0.7
2036	89.1	93.3	89.9	-0.7	-0.2	-0.6
2037	89.1	93.3	89.9	-0.7	-0.3	-0.6
2038	89.1	93.3	89.9	-0.7	-0.2	-0.6
2039	89.1	93.3	89.9	-0.7	-0.2	-0.6
2040	89.1	93.3	89.9	-0.7	-0.2	-0.6
2041	89.1	93.3	89.9	-0.7	-0.2	-0.6
2042	89.1	93.3	89.9	-0.7	-0.2	-0.6
2043	89.1	93.3	89.9	-0.7	-0.2	-0.6
2044	89.1	93.3	89.9	-0.7	-0.2	-0.6
2045	89.1	93.3	89.9	-0.7	-0.2	-0.6
2046	89.1	93.3	89.9	-0.7	-0.2	-0.6
2047	89.1	93.3	89.9	-0.7	-0.2	-0.6
2048	89.1	93.3	89.9	-0.8	-0.2	-0.6
2049	89.1	93.3	89.9	-0.8	-0.2	-0.6
2050	89.1	93.3	89.9	-0.8	-0.2	-0.6
2051	89.1	93.3	89.9	-0.8	-0.2	-0.7
2052	89.1	93.3	89.9	-0.8	-0.2	-0.7
2053	89.1	93.3	89.9	-0.8	-0.2	-0.7
2054	89.1	93.3	89.9	-	-	-

(1) 2024 E-ZPass penetration rates are actual.

Figure 5
Historical E-ZPass Transactions, Total Vehicles, Total Turnpike System

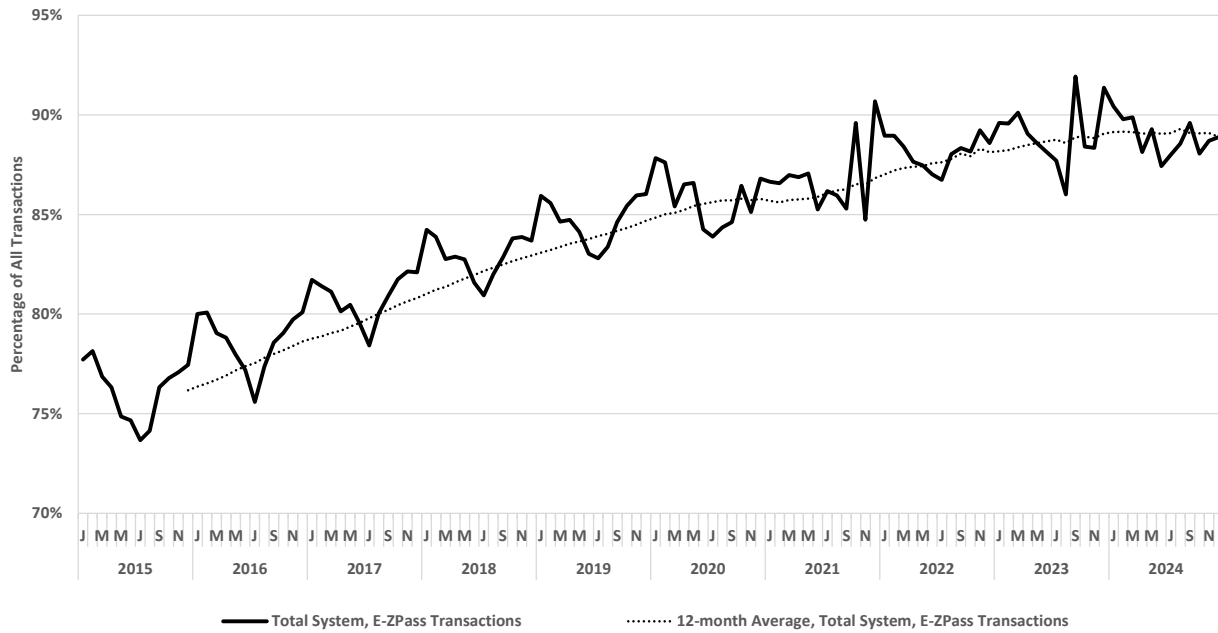
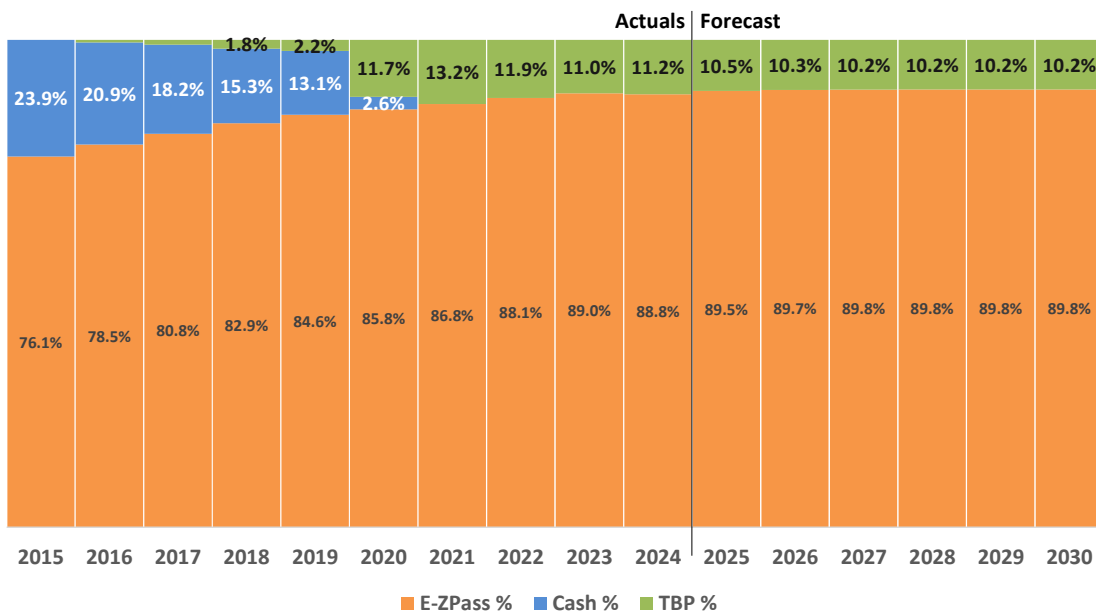


Figure 6
Historical and Forecast Market Shares of Total System-wide Transactions



Summary of Changes in Future Year Estimates for U.S. Gross Domestic Product and Pennsylvania Gross State Product

This section presents a comparison of the GDP and Pennsylvania gross state product (GSP) information available for the 2025 Bring Down Letter with updated forecasts for both measures from Moody's Analytics. This information was a key input in developing estimated growth forecasts for the Turnpike System. All GDP and GSP figures in this section refer to year-over-year comparisons. For example, the third quarter 2024 percent change would reflect the third quarter of 2024 versus the third quarter of 2023.

Figure 7 shows actual and estimated GDP at the time of the 2024 Bring Down Letter as well as Moody's Analytics' GDP forecast as of December 2024. At the time of the 2024 Bring Down Letter, the most recent actual GDP figure available was for quarter four (Q4) of 2023.

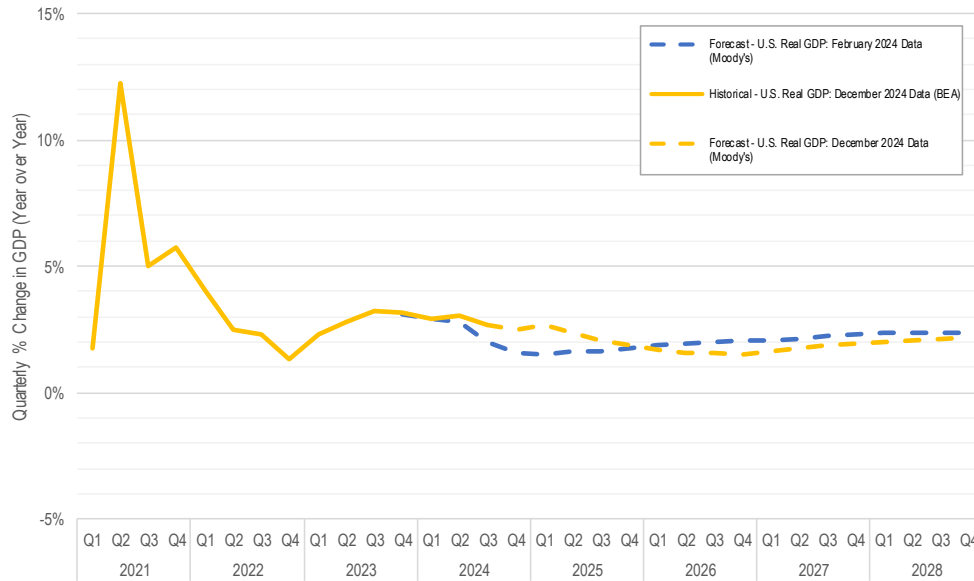
Since then, actual GDP growth figures have been released for the first three quarters of 2024. During the first two quarters of 2024, actual GDP growth was close to the forecast GDP for those periods, growing the same 2.9 percent as estimated in Q1 and 3.0 percent in Q2, which is 0.2 percent more than estimated. GDP growth was much stronger than expected in the third quarter, with the 2.7 percent growth in Q3 being 0.7 percent higher than the estimated Q3 growth.

Accordingly, GDP growth through 2025 is now expected to be higher than previously forecast. However, beginning in 2026 Q1, growth is now expected to be lower than previously predicted. Longer term, in the latest December 2024 forecast, year-over-year GDP is expected to accelerate through 2027 and 2028, holding steady or increasing each quarter from 1.6 percent in 2027 Q1 to 2.2 percent in 2028 Q4. Although this rate of growth is below the 2.1 to 2.4 percent growth that was predicted during these years in the last forecast, actual GDP is projected to be higher in the latest forecast because of continued growth throughout 2024 and 2025.

Figure 8 shows Pennsylvania's historic and forecast GSP. Because GSP data lags GDP data, GSP is actual through only the 2024 Q2; at the time of the 2024 Bring Down Letter, GSP was actual through 2023 Q3. GSP growth in the three quarters for which actual data is now available was similar to forecast growth in both 2023 Q4 and 2024 Q2, but was weaker in 2024 Q1, with actual year-over-year growth of 2.3 percent rather than the 2.9 percent growth that was forecast. However, part of the reason for this slower growth was an upwards revision to historical GSP in 2022 and 2023. As a result, actual 2024 Q2 GSP is slightly higher than it was estimated to be at the time of the 2024 Bring Down Letter. Similar to GDP, year-over-year GSP growth in 2025 projected to be stronger than previously forecast. Growth is forecast to decelerate each quarter from 2.3 percent in 2025 Q1 to a steady 1.2 percent in 2026 Q2 to Q4. GSP is then forecast to accelerate through 2027 and 2028, although at a lower rate than the prior forecast, reaching 1.6-percent growth in the last two quarters of 2028. As was the case with GDP, despite generally slower growth, total GSP at the end of 2028 is forecast to be slightly higher than the last forecast due to stronger short-term growth.

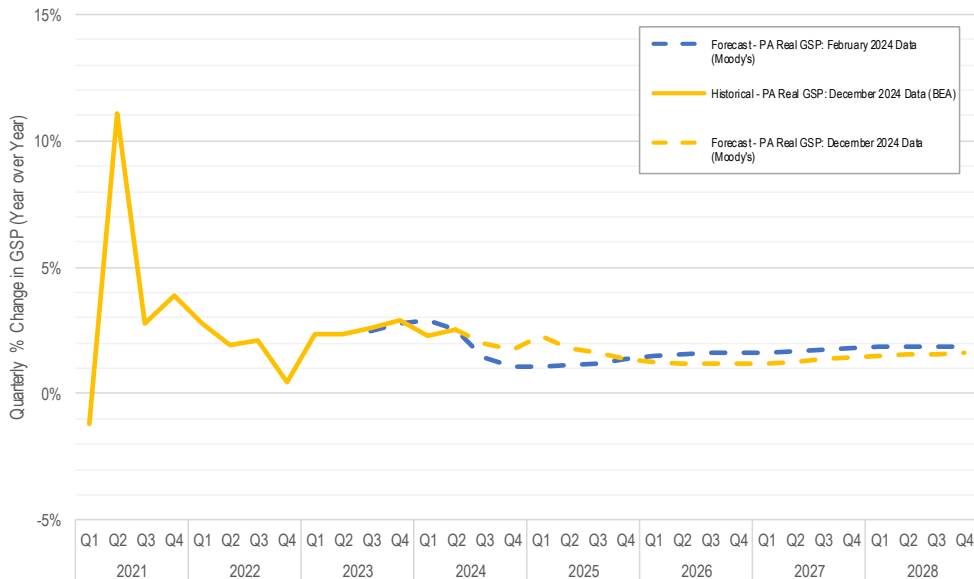
Mr. Richard Dreher
 April 11, 2025
 Page 26

Figure 7
Comparison of February 2024 to December 2024 Quarterly Growth Estimates of U.S. Gross Domestic Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (February 2024 and December 2024 Releases)

Figure 8
Comparison of February 2024 and December 2024 Quarterly Growth Estimates of Pennsylvania Gross State Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (February 2024 and December 2024 Releases)

Mr. Richard Dreher

April 11, 2025

Page 27

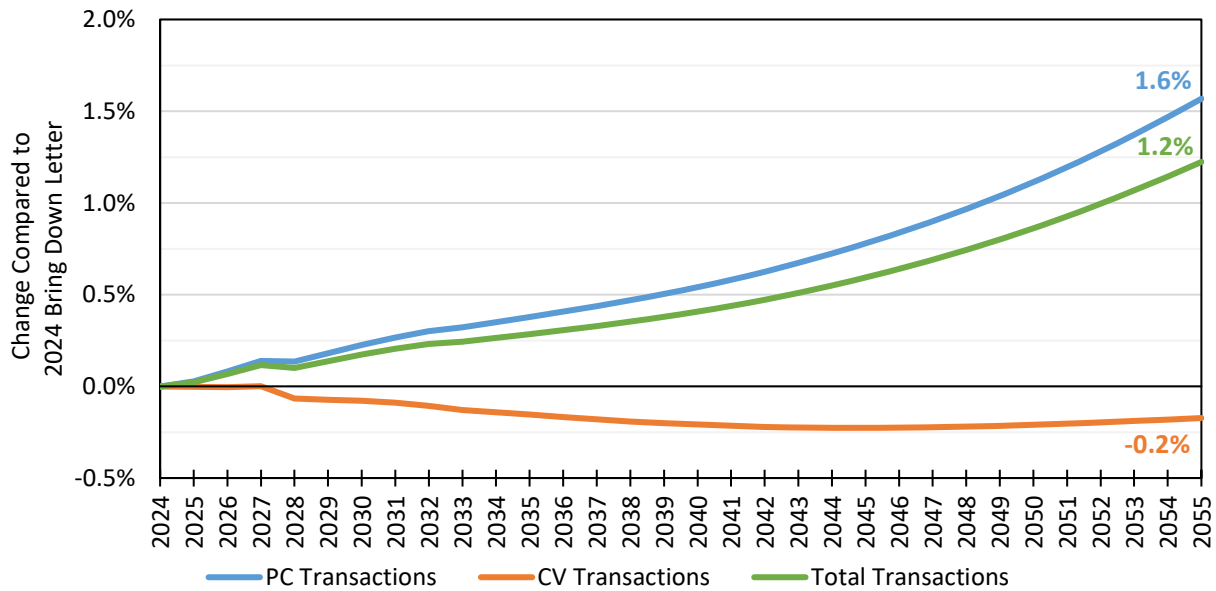
Econometric Forecasting Update

In the 2023 IG Study, historical and forecast socioeconomic data were collected and evaluated to understand state and regional trends. Econometric analysis was performed to estimate long-term baseline travel demand on the Pennsylvania Turnpike system. Those growth rates were utilized to estimate long-term transactions growth (2025 onwards). A Bring Down Letter typically utilizes the same demand growth projections from the previous underlying investment grade study, which in this case was the 2023 IG Study. This forecast has also considered the most recent study, the 2024 Bring Down Letter, in updating the econometric forecast. To ensure that these demand growth projections are still valid and reasonable given the long-term nature of the forecast, CDM Smith conducted a review of the latest gross regional product (GRP), retail sales, and population projections made by Woods & Poole Economics, Inc. (W&P) compared to the projections that informed the 2024 Bring Down Letter. As discussed in the previous section, CDM Smith also reviewed Moody's December 2024 GSP forecast for Pennsylvania against the projection available at the time of the 2024 Bring Down Letter.

The W&P forecast estimated positive GRP and GSP growth from 2024 to 2055 (the outer year of the forecast) when compared to the forecast utilized in the 2024 Bring Down Letter study, while Moody's forecasts estimate lower GRP and GSP growth for the same period.

CDM Smith used the latest GRP forecasts from both Moody's and W&P to re-estimate growth in future transactions. As a result, the transactions forecast is higher than the forecast included in the 2024 Bring Down Letter by 0.2 percent by 2030, 0.4 percent by 2040, and 0.9 percent by 2050. In 2055, the outer year of the forecast, the transactions forecast is 1.6 percent higher for PCs, 0.2 lower for CVs, and 1.2 percent higher for total vehicles. The resultant impact on total transactions growth for the forecast period is shown in **Figure 9**.

Figure 9
Impact on Transactions Due to Econometric Forecast Updates



Summary of Trends in Fuel Prices

Figure 10 portrays historical gasoline and diesel per-gallon prices for the Central Atlantic region from January 2020 through February 2025. Historical and forecast gasoline per-gallon prices for the East Coast are also shown. They closely mirror Central Atlantic gasoline prices and are shown here because the Energy Information Administration (EIA) only provides monthly forecasts for this larger region. Figure 10 also shows the monthly gasoline price forecast through the end of 2026.

As shown, in March 2020, fuel prices dropped sharply due to the decrease in demand from the COVID-19 pandemic, bottoming out in May before steadily increasing nearly every month through November 2021, at which point they were about 20-30% above pre-pandemic levels. In February 2022, geopolitical tensions contributed to a sharp rise in fuel prices, and prices soared to a peak of \$4.92 for gasoline in June and \$6.26 for diesel in May. In nominal dollars, those fuel prices were the highest recorded in U.S. history. After that point, per-gallon gasoline prices generally fell throughout the rest of 2022 and early 2023. Prices remained stable in both 2023 and 2024, while declining gradually over that period. The per-gallon gasoline price of \$3.09 in December 2024 was its lowest since June 2021.

Diesel prices also began to fall in the summer of 2022, and after brief, but significant, increases in the fall of 2022 and summer of 2023, have nearly continuously declined over the past 32 months. Similar to gasoline, the per-gallon diesel price of \$3.77 in December 2024 was its lowest

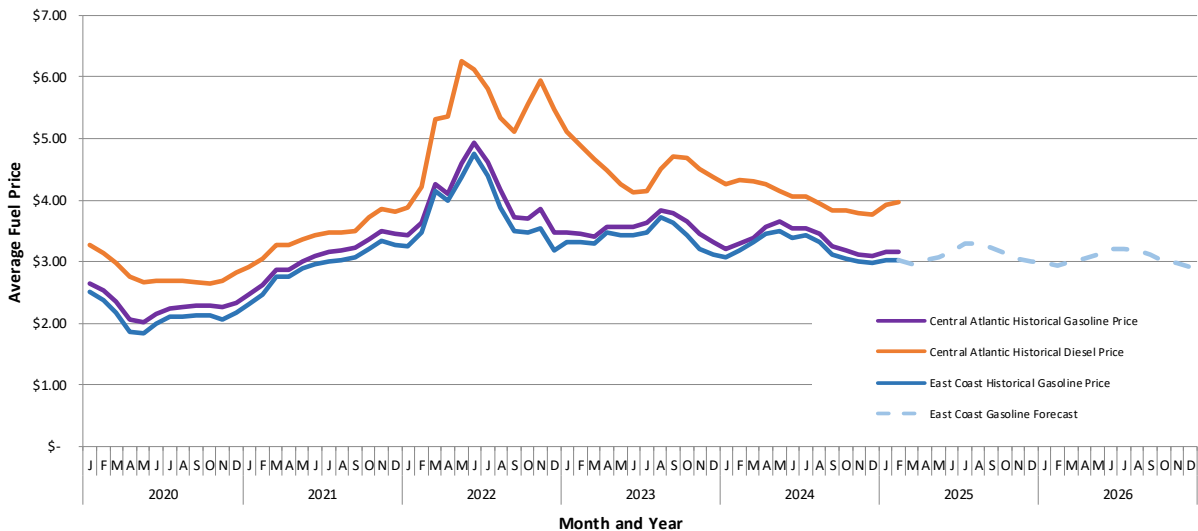
Mr. Richard Dreher
 April 11, 2025
 Page 29

since October 2021. Per-gallon prices for both gasoline and diesel rose in January and February 2025 and are now at \$3.17 and \$3.98, respectively.

As noted above, the EIA only forecasts future gasoline prices for the East Coast, which is a region that is larger than, and wholly encompasses, the Central Atlantic region. Historically, East Coast region prices move in tandem with Central Atlantic prices but are approximately 10 to 20 cents lower. As represented by the dashed orange line in Figure 10, the EIA forecasts prices to continue close to current rates over the coming months, but then rise during the summer, reaching as high as \$3.30 per gallon in July, before declining again in the fall and winter. 2026 is expected to follow a similar seasonal trend, but in general the prices are expected to be slightly lower than 2025. Based on historical trends, Central Atlantic prices can be expected to follow the same pattern, but at slightly higher prices.

The February 2025 East Coast gasoline price of \$3.03 per gallon is 18 cents lower than forecast by EIA in March 2024. Over the remainder of 2025, the current forecast is up to 40 cents lower each month than the previous forecast. (A 2026 forecast was not available at the time of the 2024 Bring Down Letter.) Although these gasoline prices are lower than those assumed in the 2024 Bring Down Letter, they are in a similar range and therefore there are no adjustments to the fuel price impacts used in the previous forecast.

Figure 10
Historical and Forecast Regional Fuel Prices (\$ per Gallon)



Source: U.S. Energy Information Administration, release dates 3/24/2025 (historical) and 3/11/2025 (forecast).
 Note: Retail Prices in USD for Regular All Formulations Retail Gasoline and Number 2 Diesel.
 Central Atlantic states include Delaware, District of Columbia, Maryland, New Jersey, New York, and Pennsylvania.
 East Coast states include Central Atlantic and New England states, Florida, Georgia, North Carolina, South Carolina, Virginia, and West Virginia.

Mr. Richard Dreher

April 11, 2025

Page 30

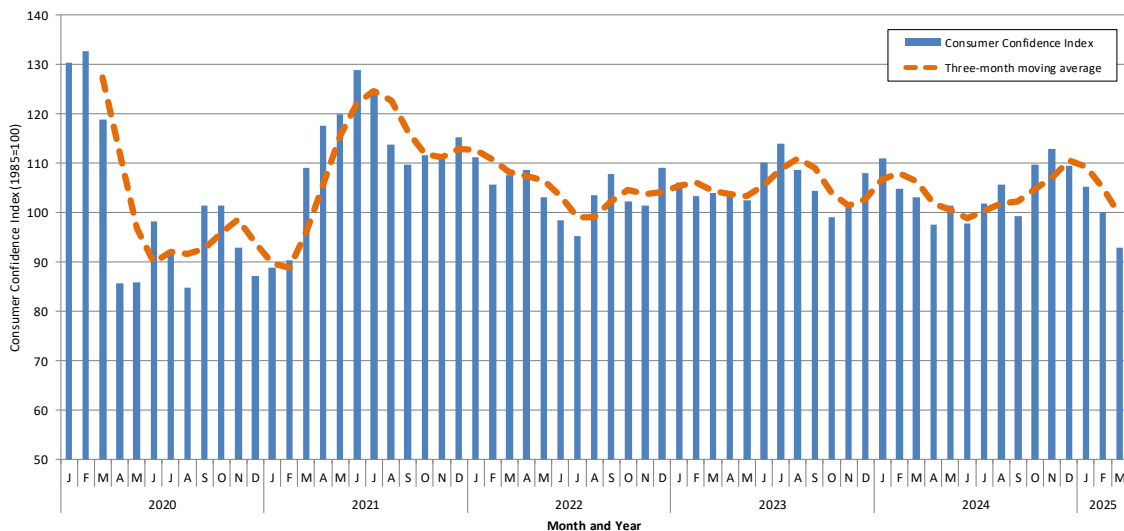
Consumer Confidence

Consumer confidence is an important measure that highlights consumers' confidence in making purchases, willingness to travel, etc. Higher consumer confidence spurs demand for various goods and services, inferring that higher demand results in higher traffic on the roadways. Consumer confidence scores are indexed to the year 1985, for which consumer confidence equaled 100.

Figure 11 shows the Conference Board Consumer Confidence Index for the period between January 2020 and March 2025. Individual blue bars show index values for each month while the dotted line shows the three-month moving average.

Consumer confidence was strong in the first two months of 2020. In the remainder of the year consumer confidence fluctuated significantly, generally mirroring the national narrative regarding efforts to contain the COVID-19 pandemic. In 2021, as the nationwide vaccination campaign began and infection rates began to stabilize, consumer confidence rose in winter and spring, but then declined due to the Delta and Omicron variants. Consumer confidence fell in early 2022 as Omicron infection rates grew at the same time as both gas prices and inflation surged. Consumer confidence was more stable in the second half of 2022, throughout 2023, and throughout 2024, rising and falling due to factors such as food prices, fuel prices, inflation, and probability of a recession. However, consumer confidence has now declined for four consecutive months, falling to 92.9 in March 2025, its lowest level since the beginning of the nationwide COVID-19 vaccination campaign in February 2021. Respondents to the Conference Board's survey indicated that inflation and the impacts of trade policies and tariffs are major concerns driving the drop in consumer confidence.

Figure 11
Conference Board Consumer Confidence Index



Source: The Conference Board, release date March 25, 2025



Mr. Richard Dreher

April 11, 2025

Page 31

Actual Versus Estimated Traffic and Toll Revenue

Table 10 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2024 Bring Down Letter. The analysis period in this table is from February 2024 through January 2025. This 11-month period corresponds to the period for which actual data currently exist but was estimated at the time of the 2024 Bring Down Letter.

For the 11-month period shown in Table 10, total system actual PC transactions were 0.1 percent less than estimated while revenue exceeded estimates by 1.0 percent. CV transactions and revenue exceeded estimates by 2.9 percent and 4.7 percent, respectively. For all vehicles, actual transactions were 0.4 percent above estimates, while toll revenue overperformed estimates by 2.7 percent.

Table 10 also includes a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2024 Bring Down Letter for each individual Turnpike toll facility. Total transactions and revenue for the Ticket System were 0.6 percent higher and 3.1 percent higher than estimated, respectively. For the combined barrier toll facilities, total actual toll transactions were 0.1 percent below CDM Smith estimates and actual toll revenue exceeded estimates by 0.7 percent.



Mr. Richard Dreher
 April 11, 2025
 Page 32

Table 10
Comparison of Estimated and Actual Traffic Volumes and Gross Toll Revenue
From February 2024 Through December 2024 (1)
 Pennsylvania Turnpike System

Facility	Total Traffic (in Thousands)			Total Gross Toll Revenue (in Thousands)		
	Estimated	Actual	Percent Difference between Actual and Estimated	Estimated	Actual	Percent Difference between Actual and Estimated
Passenger Cars						
Ticket System	114,949	114,941	(0.0)	\$714,112	\$723,369	1.3
Gateway	3,042	3,071	0.9	26,287	26,636	1.3
Delaware River Bridge	9,414	9,180	(2.5)	69,473	68,006	(2.1)
Turnpike 43	11,678	11,661	(0.1)	28,497	28,703	0.7
Turnpike 66	5,882	5,873	(0.2)	15,620	15,805	1.2
Northeast Extension (Barrier)	3,710	3,940	6.2	5,947	6,352	6.8
Turnpike I-376	6,321	6,183	(2.2)	14,653	14,432	(1.5)
Turnpike I-576	7,360	7,284	(1.0)	12,541	12,557	0.1
Barrier Subtotal	47,407	47,192	(0.5)	\$173,018	\$172,491	(0.3)
Total System	162,356	162,133	(0.1)	\$887,130	\$895,860	1.0
Commercial Vehicles						
Ticket System	23,272	24,084	3.5	\$658,802	\$692,375	5.1
Gateway	1,064	1,089	2.4	28,894	29,358	1.6
Delaware River Bridge	1,666	1,731	3.9	40,482	42,096	4.0
Turnpike 43	1,011	999	(1.2)	6,576	6,569	(0.1)
Turnpike 66	1,124	1,164	3.6	7,101	7,379	3.9
Northeast Extension (Barrier)	1,278	1,293	1.2	10,749	10,887	1.3
Turnpike I-376	1,489	1,458	(2.1)	6,409	6,218	(3.0)
Turnpike I-576	1,722	1,760	2.2	8,033	8,149	1.4
Barrier Subtotal	9,354	9,494	1.5	\$108,244	\$110,655	2.2
Total System	32,626	33,578	2.9	\$767,046	\$803,030	4.7
Total Vehicles						
Ticket System	138,221	139,025	0.6	\$1,372,914	\$1,415,744	3.1
Gateway	4,106	4,160	1.3	55,181	55,994	1.5
Delaware River Bridge	11,080	10,912	(1.5)	109,955	110,103	0.1
Turnpike 43	12,689	12,660	(0.2)	35,073	35,272	0.6
Turnpike 66	7,006	7,037	0.4	22,721	23,183	2.0
Northeast Extension (Barrier)	4,988	5,233	4.9	16,696	17,239	3.2
Turnpike I-376	7,810	7,641	(2.2)	21,062	20,650	(2.0)
Turnpike I-576	9,082	9,044	(0.4)	20,574	20,706	0.6
Barrier Subtotal	56,761	56,686	(0.1)	\$281,262	\$283,146	0.7
Total System	194,982	195,711	0.4	\$1,654,176	\$1,698,890	2.7

(1) These 11 months correspond to the period for which actual data exists, but was estimated at the time of CDM Smith's 2024 Bring Down Letter.

Mr. Richard Dreher

April 11, 2025

Page 33

Estimated Traffic and Gross Toll Revenue

Updated traffic and gross toll revenue estimates were developed through FY 2054-55 incorporating the following changes into the forecast. All these changes were described in previous sections.

- Conversion of the eastern portion of Mainline Turnpike from a trip-based system to a segment-based system as part of ORT Phase 1 conversion on January 5, 2025
- Reclassification from 9 weight-based vehicle classes to 11 axle- and height-based vehicle classes on the Mainline, Classes 2L and 3L being categorized as PCs and all other combinations being classified as CVs
- Actual traffic and revenue experience through December 2024 (Tables 4-6)
- Revised estimates of E-ZPass penetration rates (Table 9)
- Long-term GDP and GSP growth (Figure 9)

Other assumptions remain unchanged from the 2024 Bring Down Letter:

- None of the scheduled capital improvement projects will have impacts on transactions or toll revenue within in the next five years (Table 7)
- Future toll rate increase assumptions (Table 8)
- Forecast fuel prices (Figure 10)

Tables 11, 12, and 13 show the estimated total transactions and toll revenue through FY 2054-55 for the Ticket System, ORT System, and barrier facilities, respectively. Due to ORT Phase 1 conversion in January 2025, the Mainline Turnpike (I-76/I-276) is split for reporting purposes into the Ticket System, which is comprised of the western portion of the Turnpike from the Warrendale Toll Plaza to Mainline gantry T 291, and the ORT system, which is comprised of the eastern portion of the Turnpike from the Mainline gantry T 291 to mainline gantry T 353 (formerly Neshaminy Falls) and the entirety of the Northeast Extension (I-476), including the Clarks Summit and Keyser Avenue Interchanges that previously were reported as separate barrier facilities.

Table 11 shows the estimated total traffic and toll revenue for the Ticket System only. Data for FY 2023-24 reflect a full year of actual experience. The large declines in transaction and revenue in 2024-25 and 2025-26 are due to ORT Phase 1 implementation on January 5, 2025. The transaction and revenue figures in FY 2023-24 include the entirety of the Turnpike Mainline, from Warrendale to Neshaminy Falls and the Northeast Extension from Mid-County to Wyoming Valley. Since the Northeast Extension and the eastern portion of the Mainline were separated into the ORT system about seven months into the fiscal year, the transactions and revenue for the final months of the



Mr. Richard Dreher
 April 11, 2025
 Page 34

Table 11
Ticket System
Estimated Transactions and Gross Toll Revenue
Pennsylvania Turnpike Commission

Transactions and Toll Revenue in Thousands

Fiscal Year (2)	Annual Transactions (1)			Annual Gross Toll Revenue (1)		
	Passenger	Commercial	Total	Passenger	Commercial	Total
	Cars	Vehicles	Vehicles	Cars	Vehicles	Vehicles
2023-24 (3)	122,800	25,683	148,483	\$747,630	\$713,910	\$1,461,541
2024-25 (3,4,5,6,7)	92,992	20,367	113,358	612,533	631,890	1,244,423
2025-26	43,679	11,661	55,340	335,905	457,750	793,655
2026-27	43,882	11,747	55,629	349,673	478,379	828,052
2027-28	44,298	11,894	56,192	364,561	500,158	864,719
2028-29	44,506	11,980	56,486	377,365	518,877	896,242
2029-30	44,832	12,099	56,931	391,520	539,818	931,338
2030-31	45,133	12,213	57,346	406,037	561,437	967,474
2031-32	45,531	12,362	57,893	421,894	585,337	1,007,231
2032-33	45,703	12,447	58,150	436,274	607,114	1,043,388
2033-34	45,991	12,567	58,558	452,245	631,535	1,083,780
2034-35	46,264	12,691	58,955	468,657	656,935	1,125,592
2035-36	46,639	12,841	59,480	486,623	685,106	1,171,729
2036-37	46,767	12,932	59,699	502,733	710,700	1,213,433
2037-38	46,996	13,056	60,052	520,399	739,146	1,259,545
2038-39	47,203	13,174	60,377	538,494	768,701	1,307,195
2039-40	47,517	13,333	60,850	558,322	801,508	1,359,830
2040-41	47,577	13,423	61,000	575,980	831,247	1,407,227
2041-42	47,735	13,542	61,277	595,361	864,188	1,459,549
2042-43	47,878	13,656	61,534	615,145	898,069	1,513,214
2043-44	48,119	13,803	61,922	636,807	935,281	1,572,088
2044-45	48,103	13,878	61,981	655,951	968,793	1,624,744
2045-46	48,192	13,983	62,175	677,022	1,006,007	1,683,029
2046-47	48,268	14,093	62,361	698,537	1,044,515	1,743,052
2047-48	48,442	14,233	62,675	722,189	1,087,215	1,809,404
2048-49	48,369	14,303	62,672	742,933	1,125,609	1,868,542
2049-50	48,394	14,402	62,796	765,819	1,168,294	1,934,113
2050-51	48,408	14,508	62,916	789,153	1,212,485	2,001,638
2051-52	48,520	14,649	63,169	814,833	1,261,532	2,076,365
2052-53	48,380	14,715	63,095	837,167	1,305,570	2,142,737
2053-54	48,339	14,813	63,152	861,830	1,354,583	2,216,413
2054-55	48,285	14,911	63,196	886,910	1,405,319	2,292,229

Note: After Open Road Tolling (ORT) Phase 1 conversion in January 2025, the Mainline Ticket System consists of I-76 from Warrendale at milepost 30 to milepost 298 east of Reading Interchange.

- (1) Annual toll rate increases are implemented on or about January 1st of each year.
- (2) PTC fiscal year ends May 31st.
- (3) Reflects actual experience through December 2024.
- (4) Reflects ORT Phase 1 system conversion starting January 5, 2025.
- (5) Reflects conversion from 9 weight-based classes to 11 axle- and height-based classes starting January 5, 2025.
- (6) Reflects a new toll rate schedule, utilizing consistent formula-based toll rates starting January 5, 2025.
- (7) Reflects update to definitions of passenger car and commercial vehicle categories starting January 5, 2025.



Mr. Richard Dreher
 April 11, 2025
 Page 35

Table 12
Mainline Open Road Tolling (ORT) System (includes Northeast Barriers after January 2025)
Estimated Transactions and Gross Toll Revenue
Pennsylvania Turnpike Commission

Transactions and Toll Revenue in Thousands

Fiscal Year (2)	Annual Transactions (1)			Annual Gross Toll Revenue (1)		
	Passenger	Commercial	Total	Passenger	Commercial	Total
	Cars	Vehicles	Vehicles	Cars	Vehicles	Vehicles
2023-24	-	-	-	-	-	-
2024-25 (3,4,5,6)	105,019	21,526	126,545	\$189,449	\$122,849	\$312,298
2025-26	274,662	55,253	329,915	523,077	317,588	840,665
2026-27	275,952	55,681	331,633	544,567	331,853	876,420
2027-28	278,545	56,376	334,921	567,727	346,921	914,648
2028-29	279,844	56,794	336,638	587,608	359,872	947,480
2029-30	281,830	57,355	339,185	609,577	374,371	983,948
2030-31	283,707	57,900	341,607	632,108	389,344	1,021,452
2031-32	286,180	58,591	344,771	656,715	405,894	1,062,609
2032-33	287,214	58,988	346,202	679,025	420,983	1,100,008
2033-34	288,985	59,561	348,546	703,786	437,914	1,141,700
2034-35	290,675	60,138	350,813	729,236	455,518	1,184,754
2035-36	292,991	60,868	353,859	757,087	475,052	1,232,139
2036-37	293,754	61,290	355,044	782,053	492,792	1,274,845
2037-38	295,133	61,866	356,999	809,423	512,513	1,321,936
2038-39	296,414	62,446	358,860	837,457	533,004	1,370,461
2039-40	298,326	63,186	361,512	868,178	555,746	1,423,924
2040-41	298,664	63,608	362,272	895,531	576,368	1,471,899
2041-42	299,631	64,178	363,809	925,548	599,210	1,524,758
2042-43	300,476	64,728	365,204	956,193	622,700	1,578,893
2043-44	301,953	65,420	367,373	989,763	648,504	1,638,267
2044-45	301,836	65,774	367,610	1,019,410	671,746	1,691,156
2045-46	302,373	66,283	368,656	1,052,058	697,550	1,749,608
2046-47	302,806	66,794	369,600	1,085,398	724,258	1,809,656
2047-48	303,889	67,467	371,356	1,122,047	753,872	1,875,919
2048-49	303,383	67,794	371,177	1,154,198	780,507	1,934,705
2049-50	303,528	68,289	371,817	1,189,670	810,121	1,999,791
2050-51	303,575	68,780	372,355	1,225,849	840,775	2,066,624
2051-52	304,280	69,440	373,720	1,265,675	874,800	2,140,475
2052-53	303,381	69,753	373,134	1,300,314	905,366	2,205,680
2053-54	303,131	70,233	373,364	1,338,575	939,376	2,277,951
2054-55	302,782	70,711	373,493	1,377,496	974,587	2,352,083

Note: After Open Road Tolling (ORT) Phase 1 conversion in January 2025, Mainline ORT includes I-76 between Morgantown at milepost 298 and Valley Forge at milepost 326, I-276 from Valley Forge at milepost 326 and its eastern terminus east of milepost 353, and I-476 from Mid-County at milepost 20 to Clarks Summit at milepost 131.

- (1) Annual toll rate increases are implemented on or about January 1st of each year.
- (2) PTC fiscal year ends May 31st.
- (3) Reflects ORT Phase 1 system conversion starting January 5, 2025.
- (4) Reflects new 11 axle- and height-based classes starting January 5, 2025.
- (5) Reflects a new segment-based toll rate schedule, utilizing consistent formula-based toll rates starting January 5, 2025.
- (6) Reflects new definitions of passenger car and commercial vehicle categories starting January 5, 2025.



Mr. Richard Dreher
 April 11, 2025
 Page 36

Table 13
Barrier System (excludes Northeast Barriers after January 2025)
Estimated Transactions and Gross Toll Revenue
Pennsylvania Turnpike Commission

Transactions and Toll Revenue in Thousands

Fiscal Year	(2)	Annual Transactions (1)			Annual Gross Toll Revenue (1)		
		Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2023-24	(3)	50,430	10,202	60,632	\$178,120	\$115,349	\$293,469
2024-25	(3,4,5,6,7)	49,365	9,406	58,771	186,053	117,483	303,536
2025-26		47,073	8,170	55,243	190,446	116,637	307,083
2026-27		47,213	8,231	55,444	198,198	121,677	319,875
2027-28		47,513	8,340	55,853	206,209	127,053	333,262
2028-29		47,560	8,411	55,971	212,921	131,697	344,618
2029-30		47,717	8,510	56,227	220,416	136,969	357,385
2030-31		47,862	8,610	56,472	228,126	142,421	370,547
2031-32		48,109	8,729	56,838	236,615	148,450	385,065
2032-33		48,153	8,814	56,967	244,313	153,996	398,309
2033-34		48,347	8,927	57,274	253,024	160,295	413,319
2034-35		48,533	9,039	57,572	261,980	166,850	428,830
2035-36		48,834	9,162	57,996	271,841	173,992	445,833
2036-37		48,887	9,209	58,096	280,658	180,289	460,947
2037-38		49,050	9,281	58,331	290,377	187,313	477,690
2038-39		49,201	9,349	58,550	300,358	194,608	494,966
2039-40		49,463	9,447	58,910	311,342	202,726	514,068
2040-41		49,471	9,496	58,967	321,095	210,080	531,175
2041-42		49,585	9,566	59,151	331,840	218,250	550,090
2042-43		49,684	9,638	59,322	342,826	226,685	569,511
2043-44		49,884	9,734	59,618	354,879	235,989	590,868
2044-45		49,826	9,776	59,602	365,495	244,381	609,876
2045-46		49,880	9,849	59,729	377,222	253,734	630,956
2046-47		49,917	9,919	59,836	389,215	263,440	652,655
2047-48		50,062	10,015	60,077	402,438	274,237	676,675
2048-49		49,943	10,061	60,004	414,007	283,984	697,991
2049-50		49,942	10,133	60,075	426,808	294,862	721,670
2050-51		49,920	10,204	60,124	439,884	306,162	746,046
2051-52		50,010	10,305	60,315	454,318	318,734	773,052
2052-53		49,839	10,353	60,192	466,855	330,097	796,952
2053-54		49,776	10,427	60,203	480,756	342,772	823,528
2054-55		49,699	10,503	60,202	494,919	355,943	850,862

Note: After ORT Phase 1 conversion in January 2025, Barrier System includes Mon/Fayette Expressway (PA 43), Amos K. Hutchinson Bypass (PA 66), Beaver Valley Expressway (I-376), Southern Beltway (PA 576), Delaware River Bridge (New Jersey border), and Gateway Toll Plaza (Ohio border).

- (1) Annual toll rate increases are implemented on or about January 1st of each year.
- (2) PTC fiscal year ends May 31st.
- (3) Reflects actual experience through December 2024.
- (4) Reflects ORT Phase 1 system conversion starting January 5, 2025. Northeast Extension Barrier tolling locations Keyser Avenue and Clarks Summit become part of Mainline ORT System.
- (5) Reflects conversion to a new axle-based vehicle classes at I-376 and PA 66 starting January 5, 2025.
- (6) Reflects a new toll rate schedule, utilizing consistent formula-based toll rates for I-376 and PA 66 starting January 5, 2025.
- (7) Reflects update to passenger car and commercial vehicle definitions at PA 576 starting January 5, 2025.

Mr. Richard Dreher

April 11, 2025

Page 37

year do not include the Northeast Extension or eastern Mainline. Transactions and revenue decline further in FY 2025-26 because the entire fiscal year reflects the separation of the Northeast Extension and eastern Mainline into the ORT system. Therefore, transactions and revenue growth are only comparable from FY 2025-26 onwards.

Total toll transactions are forecast to increase from 55.3 million in FY 2025-26 to 63.2 million in FY 2054-55, an average annual increase of 0.5 percent. Gross toll revenue is forecast to increase from \$0.79 billion to \$2.29 billion over the same period. This amounts to an average annual increase of 3.7 percent, reflecting the impact of normal growth plus annual toll rate increases.

The same information is shown for the ORT System in **Table 12**. The transactions and revenue included in this table reflect only the segment-based transactions on the eastern portion of the Turnpike Mainline, including the entirety of the Northeast Extension. Because this system began operation on January 5, 2025, there are not yet any full-year actuals. Transactions and revenue for FY 2024-25 reflect partial-year estimated transactions and revenue from the beginning of system operation on January 5 through the end of the fiscal year on May 31, 2025. Transactions and revenue estimates for FY 2025-26 are the first to represent a full year of operation. Total toll transactions are forecast to increase from 329.9 million in FY 2025-26 to 373.5 million in FY 2054-55, an average annual increase of 0.4 percent. Gross toll revenue is forecast to increase from \$0.84 billion to \$2.35 billion over the same period. This amounts to an average annual increase of 3.6 percent, reflecting the impact of normal growth plus annual toll rate increases.

Table 13 displays the same information for the total of all Barrier Systems. As with the Ticket System and ORT System tables, ORT Phase 1 conversion resulted in changes to the makeup of the Barrier System that make transaction and revenue figures from FY 2023-24 and before, FY 2024-25, and FY 2025-26 and forward incomparable. In the case of the Barrier System, the Clarks Summit and Keyser Avenue toll plazas on the Northeast Extension were removed from the Barrier System and included as part of the Mainline ORT System. In the last three completed fiscal years (FY 21-22 through FY 2023-234) these two tolling locations accounted for 9.2 percent of all Barrier System transactions and 6.0 percent of all Barrier System revenue. Total toll transactions are forecast to increase from 55.2 million in FY 2025-26 to 60.2 million in FY 2054-55, an average annual increase of 0.3 percent. Gross toll revenue is forecast to increase from \$307.1 million to \$850.9 million over the same period. This amounts to an average annual increase of 3.6 percent, reflecting the impact of normal growth plus annual toll rate increases.

Table 14 presents estimated total combined Ticket, ORT, and Barrier System transactions, gross toll revenue, and toll discounts and adjustments. As discussed previously, accurate comparison of transactions from FY 2023-24 and before, FY 2024-25, and FY 2025-26 is impossible due to ORT Phase 1 conversion in January 2025. Prior to this date, any trip on the eastern portion of the Ticket System was recorded as a single trip-based transaction. Beginning on this date and moving forward,



Mr. Richard Dreher
 April 11, 2025
 Page 38

Table 14
Total System
Estimated Transactions, Gross Toll Revenue, Discounts and Adjustments, and Net Toll Revenue
Pennsylvania Turnpike Commission

Transactions and Toll Revenue in Thousands

Fiscal Year (2)	Annual Transactions (1)			Annual Gross Toll Revenue (1)			Discounts and Adjustments	Net Toll Revenue
	Passenger	Commercial	Total	Passenger	Commercial	Total		
	Cars	Vehicles	Vehicles	Cars	Vehicles	Vehicles		
2023-24 (3)	173,231	35,885	209,116	\$925,751	\$829,259	\$1,755,009	(\$13,835)	\$1,741,174
2024-25 (3,4,5,6,7,8)	247,376	51,298	298,674	988,035	872,222	1,860,257	(16,802)	1,843,455
2025-26	365,414	75,084	440,498	1,049,428	891,975	1,941,403	(17,760)	1,923,643
2026-27	367,047	75,659	442,706	1,092,438	931,909	2,024,347	(18,751)	2,005,596
2027-28	370,356	76,610	446,966	1,138,497	974,132	2,112,629	(19,804)	2,092,825
2028-29	371,910	77,185	449,095	1,177,894	1,010,446	2,188,340	(20,754)	2,167,586
2029-30	374,379	77,964	452,343	1,221,513	1,051,158	2,272,671	(21,810)	2,250,861
2030-31	376,702	78,723	455,425	1,266,271	1,093,202	2,359,473	(22,910)	2,336,563
2031-32	379,820	79,682	459,502	1,315,224	1,139,681	2,454,905	(24,123)	2,430,782
2032-33	381,070	80,249	461,319	1,359,612	1,182,093	2,541,705	(25,021)	2,516,684
2033-34	383,323	81,055	464,378	1,409,055	1,229,744	2,638,799	(26,030)	2,612,769
2034-35	385,472	81,868	467,340	1,459,873	1,279,303	2,739,176	(27,081)	2,712,095
2035-36	388,464	82,871	471,335	1,515,551	1,334,150	2,849,701	(28,244)	2,821,457
2036-37	389,408	83,431	472,839	1,565,444	1,383,781	2,949,225	(29,296)	2,919,929
2037-38	391,179	84,203	475,382	1,620,199	1,438,972	3,059,171	(30,466)	3,028,705
2038-39	392,818	84,969	477,787	1,676,309	1,496,313	3,172,622	(31,683)	3,140,939
2039-40	395,306	85,966	481,272	1,737,842	1,559,980	3,297,822	(33,037)	3,264,785
2040-41	395,712	86,527	482,239	1,792,606	1,617,695	3,410,301	(34,261)	3,376,040
2041-42	396,951	87,286	484,237	1,852,749	1,681,648	3,534,397	(35,617)	3,498,780
2042-43	398,038	88,022	486,060	1,914,164	1,747,454	3,661,618	(37,013)	3,624,605
2043-44	399,956	88,957	488,913	1,981,449	1,819,774	3,801,223	(38,548)	3,762,675
2044-45	399,765	89,428	489,193	2,040,856	1,884,920	3,925,776	(39,931)	3,885,845
2045-46	400,445	90,115	490,560	2,106,302	1,957,291	4,063,593	(41,468)	4,022,125
2046-47	400,991	90,806	491,797	2,173,150	2,032,213	4,205,363	(43,058)	4,162,305
2047-48	402,393	91,715	494,108	2,246,674	2,115,324	4,361,998	(44,822)	4,317,176
2048-49	401,695	92,158	493,853	2,311,138	2,190,100	4,501,238	(46,412)	4,454,826
2049-50	401,864	92,824	494,688	2,382,297	2,273,277	4,655,574	(48,179)	4,607,395
2050-51	401,903	93,492	495,395	2,454,886	2,359,422	4,814,308	(50,010)	4,764,298
2051-52	402,810	94,394	497,204	2,534,826	2,455,066	4,989,892	(52,042)	4,937,850
2052-53	401,600	94,821	496,421	2,604,336	2,541,033	5,145,369	(53,870)	5,091,499
2053-54	401,246	95,473	496,719	2,681,161	2,636,731	5,317,892	(55,903)	5,261,989
2054-55	400,766	96,125	496,891	2,759,325	2,735,849	5,495,174	(58,011)	5,437,163

(1) Annual toll rate increases are implemented on or about January 1st of each year.

(2) PTC fiscal year ends May 31st.

(3) Reflects actual experience through December 2024.

(4) Reflects ORT Phase 1 system conversion starting January 5, 2025.

(5) Reflects conversion from 9 weight-based classes to 11 axle- and height-based classes on Ticket System and Mainline ORT System starting January 5, 2025.

(6) Reflects conversion to a new axle-based vehicle classes at I-376 and PA 66.

(7) Reflects a new toll rate schedule, utilizing consistent formula-based toll rates on Ticket System, Mainline ORT System, I-376 and PA 66 starting January 5, 2025.

(8) Reflects update to passenger car and commercial vehicle definitions on Ticket System, Mainline ORT System, and PA 576 starting January 5, 2025.

Mr. Richard Dreher

April 11, 2025

Page 39

transactions are recorded as the number of segments passed through, so that what was formerly a single trip may now be more than a dozen transactions. However, as ORT conversion was designed to be revenue-neutral, all revenue figures are comparable year-to-year on a systemwide level.

The vast majority of discounts and adjustments result from commercial account toll adjustments due to PTC's volume discount program. This program provides a 3.0-percent discount to accounts that accrue \$20,000 or more in monthly tolls. Discounts and adjustments shown in Table 14 assume no changes to the post-paid commercial volume discount program during the forecast period. Actual discounts and adjustments have been slowly increasing over time and amounted to 1.67 percent of CV gross toll revenue in FY 2023-24. The forecast assumes that the adjustment will continue to gradually increase to 2.12 percent of CV gross toll revenue in FY 2031-32 and then remain at that level for the remainder of the forecast period.

As shown in Table 14, total toll transactions are expected to increase from 440.5 million in FY 2025-26 to 496.9 million in FY 2054-55. This amounts to an average annual growth rate of 0.4 percent. Total net toll revenue is estimated to grow from approximately \$1.92 billion in FY 2025-26 to \$5.44 billion by FY 2054-55. This reflects an average annual growth rate in gross toll revenue of 3.6 percent which reflects the impact of normal growth plus annual toll rate increases.

Table 15 compares the current transactions and net toll revenue forecast with the forecast developed in the 2024 Bring Down Letter. As shown, actual total transactions for FY 2023-24 were 0.2 percent higher than forecast in the 2024 Bring Down Letter. As the transactions forecast in the 2024 Bring Down Letter was developed with trip-based transactions for the entirety of the Ticket System, a comparison of transactions forecasts from FY 2024-25 forward is not informative, as the segment-based transactions result in more than double the amount of trips over the course of a full fiscal year.

Differences between the 2024 Bring Down Letter and the current forecast are more informative for annual net toll revenue, which was designed not to be impacted by ORT Phase 1 conversion. Annual net toll revenue in FY 2023-24 overperformed the 2024 Bring Down Letter forecast by 0.9 percent, and the current forecast now estimates revenue to be 2.7 percent higher in FY 2024-25. The difference between the annual net toll revenue forecasts in the 2024 Bring Down Letter and the 2025 Bring Down Letter generally grows larger each year through FY 2053-54, when it reaches 3.4 percent.



Mr. Richard Dreher
 April 11, 2025
 Page 40

Table 15
Comparison of New Transactions and Revenue
Estimates with Those from the 2024 Bring Down Letter

Total System
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year (1)	Total Annual Transactions			Annual Net Toll Revenue		
	Current Estimates (2)	2024 Bring Down (3)	Percent Difference	Current Estimates (2)	2024 Bring Down (3)	Percent Difference
2023-24	209,116	208,788	0.2	\$1,741,174	\$1,726,298	0.9
2024-25	298,674	209,960	42.3	1,843,455	1,794,356	2.7
2025-26	440,498	211,162	108.6	1,923,643	1,875,194	2.6
2026-27	442,706	212,282	108.5	2,005,596	1,954,496	2.6
2027-28	446,966	214,132	108.7	2,092,825	2,038,962	2.6
2028-29	449,095	215,034	108.8	2,167,586	2,112,172	2.6
2029-30	452,343	216,386	109.0	2,250,861	2,192,787	2.6
2030-31	455,425	217,672	109.2	2,336,563	2,275,704	2.7
2031-32	459,502	219,437	109.4	2,430,782	2,367,037	2.7
2032-33	461,319	220,174	109.5	2,516,684	2,450,360	2.7
2033-34	464,378	221,530	109.6	2,612,769	2,543,576	2.7
2034-35	467,340	222,829	109.7	2,712,095	2,639,793	2.7
2035-36	471,335	224,601	109.9	2,821,457	2,745,745	2.8
2036-37	472,839	225,187	110.0	2,919,929	2,841,110	2.8
2037-38	475,382	226,260	110.1	3,028,705	2,946,413	2.8
2038-39	477,787	227,271	110.2	3,140,939	3,054,980	2.8
2039-40	481,272	228,781	110.4	3,264,785	3,174,722	2.8
2040-41	482,239	229,096	110.5	3,376,040	3,282,161	2.9
2041-42	484,237	229,901	110.6	3,498,780	3,400,646	2.9
2042-43	486,060	230,604	110.8	3,624,605	3,521,980	2.9
2043-44	488,913	231,790	110.9	3,762,675	3,655,011	2.9
2044-45	489,193	231,776	111.1	3,885,845	3,773,485	3.0
2045-46	490,560	232,250	111.2	4,022,125	3,904,471	3.0
2046-47	491,797	232,663	111.4	4,162,305	4,039,066	3.1
2047-48	494,108	233,565	111.6	4,317,176	4,187,658	3.1
2048-49	493,853	233,260	111.7	4,454,826	4,319,388	3.1
2049-50	494,688	233,464	111.9	4,607,395	4,465,278	3.2
2050-51	495,395	233,600	112.1	4,764,298	4,615,084	3.2
2051-52	497,204	234,234	112.3	4,937,850	4,780,687	3.3
2052-53	496,421	233,653	112.5	5,091,499	4,926,781	3.3
2053-54	496,719	233,570	112.7	5,261,989	5,088,794	3.4

(1) PTC fiscal year ends May 31st.
 (2) Reflects actual experience through December 2024.
 (3) Reflects actual traffic and revenue experience through January 2024.



Mr. Richard Dreher

April 11, 2025

Page 41

Table 16 summarizes the full net revenue forecast, including written off bad debt expenses. The bad debt expense accounts for uncollectable TBP tolls that are written off and subtracted from net toll revenue. As transactions and revenue are estimated to grow each year, so too does bad debt expense. In FY 2023-24 bad debt expense was \$134.9 million, representing 47.2 percent of TBP revenue. Analyses conducted by CDM Smith indicate that the bad debt expense proportion of TBP revenue will grow further, reaching 48.7 percent of TBP invoices that will not be paid by FY 2029-30 and stabilizing at that level for the remainder of the forecast period. As a result, bad debt expense is estimated to grow to \$405.2 million in FY 2054-55. Total net toll revenue minus the video bad debt expense is estimated to grow from approximately \$1.6 billion in FY 2023-24 to \$5.0 billion by FY 2054-55.



Mr. Richard Dreher
 April 11, 2025
 Page 42

Table 16
Total System
Estimated Net Toll Revenue, Bad Debt, and Net Toll Revenue Minus Bad Debt
Pennsylvania Turnpike Commission

Toll Revenue in Thousands

<u>Fiscal</u>		<u>Net</u>	<u>Estimated</u>	<u>Net Toll Revenue Minus</u>
<u>Year</u>	<u>(1)</u>	<u>Toll Revenue (2)</u>	<u>Video Revenue</u>	<u>Video Bad Debt Expense</u>
			<u>Bad Debt Expense</u>	
2023-24	(3)	\$1,741,174	(\$134,943)	\$1,606,232
2024-25	(3)	1,843,455	(140,924)	1,702,531
2025-26		1,923,643	(144,965)	1,778,678
2026-27		2,005,596	(150,052)	1,855,544
2027-28		2,092,825	(157,900)	1,934,925
2028-29		2,167,586	(164,974)	2,002,612
2029-30		2,250,861	(171,587)	2,079,274
2030-31		2,336,563	(177,966)	2,158,597
2031-32		2,430,782	(185,003)	2,245,779
2032-33		2,516,684	(191,468)	2,325,216
2033-34		2,612,769	(198,648)	2,414,121
2034-35		2,712,095	(206,062)	2,506,033
2035-36		2,821,457	(214,168)	2,607,289
2036-37		2,919,929	(221,541)	2,698,388
2037-38		3,028,705	(229,622)	2,799,083
2038-39		3,140,939	(237,940)	2,902,999
2039-40		3,264,785	(247,054)	3,017,731
2040-41		3,376,040	(255,313)	3,120,727
2041-42		3,498,780	(264,356)	3,234,424
2042-43		3,624,605	(273,617)	3,350,988
2043-44		3,762,675	(283,715)	3,478,960
2044-45		3,885,845	(292,808)	3,593,037
2045-46		4,022,125	(302,787)	3,719,338
2046-47		4,162,305	(313,032)	3,849,273
2047-48		4,317,176	(324,268)	3,992,908
2048-49		4,454,826	(334,341)	4,120,485
2049-50		4,607,395	(345,417)	4,261,978
2050-51		4,764,298	(356,782)	4,407,516
2051-52		4,937,850	(369,259)	4,568,591
2052-53		5,091,499	(380,396)	4,711,103
2053-54		5,261,989	(392,651)	4,869,338
2054-55		5,437,163	(405,210)	5,031,953

(1) PTC fiscal year ends May 31st.

(2) Annual toll rate increases are implemented on or about January 1st of each year.

(3) Reflects actual experience through December 2024.



Mr. Richard Dreher

April 11, 2025

Page 43

Fiduciary Disclaimer

CDM Smith used currently-accepted professional practices and procedures in the development of the traffic and revenue estimates in this report. However, as with any forecast, it should be understood that differences between forecasted and actual results may occur, as caused by events and circumstances beyond the control of the forecasters. In formulating the estimates, CDM Smith reasonably relied upon the accuracy and completeness of information provided (both written and oral) by the Pennsylvania Turnpike Commission (PTC). CDM Smith also relied upon the reasonable assurances of independent parties and is not aware of any material facts that would make such information misleading.

CDM Smith made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue estimates that must be considered as a whole; therefore, selecting portions of any individual result without consideration of the intent of the whole may create a misleading or incomplete view of the results and the underlying methodologies used to obtain the results. CDM Smith gives no opinion as to the value or merit of partial information extracted from this report.

All estimates and projections reported herein are based on CDM Smith's experience and judgment and on a review of information obtained from multiple agencies, including PTC. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Certain variables such as future developments, economic cycles, pandemics, government actions, climate change related events, or impacts related to advances in automotive technology etc. cannot be predicted with certainty, and may affect the estimates or projections expressed in this report, such that CDM Smith does not specifically guarantee or warrant any estimate or projection contained within this report.

While CDM Smith believes that the projections and other forward-looking statements contained within the report are based on reasonable assumptions as of the date of the report, such forward-looking statements involve risks and uncertainties that may cause actual results to differ materially from the results predicted. Therefore, following the date of this report, CDM Smith will take no responsibility or assume any obligation to advise of changes that may affect its assumptions contained within the report, as they pertain to timing of toll rate adjustments, socioeconomic and demographic forecasts, proposed residential or commercial land use development projects and/or potential improvements to the regional transportation network.

The report and its contents are intended solely for use by PTC and designated parties approved by PTC and CDM Smith. Any use by third-parties, other than as noted above, is expressly prohibited. In addition, any publication of the report without the express written consent of CDM Smith is prohibited.



Mr. Richard Dreher

April 11, 2025

Page 44

CDM Smith is not, and has not been, a municipal advisor as defined in Federal law (the Dodd Frank Bill) to PTC and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to PTC with respect to the information and material contained in this report. CDM Smith is not recommending and has not recommended any action to PTC. PTC should discuss the information and material contained in this report with any and all internal and external advisors that it deems appropriate before acting on this information.

*

*

*

Sincerely,

A handwritten signature in black ink that reads "Scott A. Allaire".

Scott Allaire
Vice President
CDM Smith Inc.

A handwritten signature in black ink that reads "Yogesh Patel".

Yogesh Patel, AICP, PMP
Associate
CDM Smith Inc.